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**The Daily Press.**

HONGKONG, JUNE 22ND 1909.

SOME short time ago we pointed out the mischief being wrought, not only to Foreign Relations with China, but to China herself, by the recent agitation fomented by the Re-actionary Party regarding China's supposed "Lost Rights." As we pointed out, this agitation was all the more dangerous that to a certain extent it had a modicum of reason on its side, and so, with half-informed people who saw but one side of the question, was likely to involve China in trouble all round. The real object of the mischievous agitators who were trying to force the affair to the front was, as we pointed out, to check the good work being done by the progressive party; and bring back China to the helpless position she occupied in the bad old times of a TACKWANG or a HIENFUNG. According to the native press the Waiwupu has been reporting on "losses" of rights complained of, the principal of which are reduced to four; and as all four have grown up under the conditions of the time, and mostly without any intention of infringing rights that had ever been claimed or exercised by China, it is satisfactory to find that the Foreigner is guiltless of any intentional disregard of customary international amenities.

The four complained of are in the order given: First, Loss of Judicial Right; Second, Loss of Tariff Right Third, Loss of Postal Right; Fourth, Loss of Coinage Rights.

With regard to all four, it is worthy of note that they had never been exercised by China, and that so far from being encroached on, their deficiency had all along

been complained of by foreign Powers; and was one of the most fertile sources of the difficulties that marked the early periods of foreign intercourse with China. With regard to the first—the Extra-territorial clauses in the various treaties with China, so far from their being forced on China, or being the outcome of any desire on the part of England and the other European Powers to interfere with the prerogatives of China, were actually introduced at the direct request of China herself, who had long experience of the futility of seeking to control the usages of foreign residents by her own customary law which had grown up under very different conditions. The Preamble to the first Order in Council relating to British subjects in China shows this distinctly. It is dated December 9th, 1833, and was promulgated while Canton was the only port in China "open" to foreign trade. It proceeds:—

"Whereas the officers of the Chinese Government, resident in or near Canton in the empire of China, have signified to the supercargoes of the East India Company at Canton the desire of that Government that effectual provision should be made by law for the good order of all his Majesty's subjects resorting to Canton, and for the maintenance of peace and due subordination amongst them; and it is expedient that effect should be given to such reasonable demands of the said Chinese Government; now therefore, in pursuance of the said act, and in execution of the powers thereby in his Majesty in Council in that behalf vested, it is hereby ordered, &c."

Such was the occasion of the introduction of the elaborate system of jurisprudence into China known as "Extra-territoriality." Nor was the system itself unknown or unpractised in China. During the great Tang dynasty, which the Chinese themselves acknowledge to have been China's golden age, China was open to the trade of the world, without any external pressure having been placed on her, and the nation that took the largest share in that trade was Arabia. As in later times, Arab trade was centred in Canton, where we find resident many thousands of Mohammedan merchants, and we find these enjoying as in modern times all the benefits of extra-territoriality. The Arab accounts thus describe the position:—"SOLIMAN, the merchant, relates that at Canfu (Canton), which is the principle scale for merchants, there is a Mohammedan appointed Judge over those of his religion by the authority of the Emperor of China, and that he is judge of all the Mohammedans who resort to these parts. The merchants of Irak who trade hither are no ways dissatisfied with his conduct, or his administration in the post he is invested with; because his actions and the judgments he gives are just and equitable, and conformable to the Koran, and according to Mohammedan jurisprudence." Regarding the second there is no less doubt. Foreign nations, complains the Chinese reporter, have their own Tariffs. Now he was exactly one of the prime causes of complaint, leading up finally to war. The Chinese Government had actually no tariff, and, although continually pressed, refused to make any; dues were charged according to the caprice of the collector, and were always matters of bargaining. The tariff was the gift of the foreigner. The Waiwupu surely has an overshot memory regarding the third—the Post Office. At the time of the troubles the Chinese Government had absolutely no post office of any sort, and merchants had to make their own arrangements, native as well as foreign. The establishment of an Imperial Post Office is a thing of only five years ago, and was likewise a gift of the foreigner. Doubtless certain of the foreign Powers, by establishing post offices in China alongside those of the Chinese Government are not acting fairly, but most of these were commenced before China recognised the advantage of starting one of her own.

As if to carry to the point of sublimity the absurdity of the first three propositions, with regard to not one of which had China ever exercised even the most rudimentary control, which could have been interpreted in the light of a national right to be taken from her, the last carries to a climax the demands of the reactionary party in her midst. According to these new-found advisers, China has "lost" the rights, which as a nation properly belonged to her, of issuing her own national coinage, and having her own monetary currency. As a patent fact, China never at any period of her existence possessed a national currency, nor a national coinage—the nearest approach to such being her issue of copper cash, a thousand of which at the time when grain was cheapest were required to purchase a picul of rice. Such a currency when attempted to be made use of in wholesale transactions at once broke down, owing to its small intrinsic value preventing its carriage from one market to another. Merchants and banks had to step in, and silver bullion, at first merely an article of barter, came to be elevated into a quasi currency; but the one thing assiduously avoided in this substitute currency was any

government mark as a signal of its issue under imperial authority. The national government was, in fact, of all other things the most to be dreaded, as dearly bought experience had long taught the nation.

In fact, for upwards of two centuries foreign merchants trading with China have been unanimous—perhaps the only thing in which they have ever been unanimous—in pressing on China the advisability in her own, no less than their, interests of issuing a regular coinage on whose purity and weight the merchants and people could depend. It was thus that in all past ages foreign coins have found favourable acceptance in China, and the only compulsion ever used was the untrustworthy nature of her own issue. Yet this did not proceed from ignorance. So long ago as the time of HAN WU-PI, when China of her own accord opened up to trade the whole of Western Asia, the superiority of the foreign coinage of the old Greek Kingdoms was a subject of admiration. Each coin, says the old historian, bore on its face the image of the reigning monarch, which was changed at his death. The contrast between this money and the, even then, debased money of China was a common subject of remark. At various times reformers have urged on the Government of China the strong advisability of reforming its currency, and at times China has listened and eagerly grasped the idea. But the end has always been the same. Without sufficient intelligence to grasp the subject, the Government has from time to time taken in hand the issue of coins; but with that perversion of right that clings through the centuries to Chinese governmental measures, no sooner has a successful issue been made than the process of debasement again sets in; until, as in the case of the iron cash issue of HIENFUNG, the Government coins have become actually worthless, and by an offended people have been thrown out in the streets, for any one to pick up. It cannot be pleaded that in the present day affairs have in any manner changed for the better, as the recent issue of ten cent pieces, urged by Peking as a matter of financial reform, goes to prove. The ill-faith of the Government has in this case so far reflected on itself, that it now perforce has to stand by while it sees its example followed by the provincial banks in the unrestricted issue of bank notes, already becoming a drug on the market. We have not space to go into the interesting story of how for nearly a century the Spanish pillar dollar came practically to be the currency of China. We are, however, quite justified in pointing out that the only compulsion exercised in the matter was the innate badness of the pretended currency of China, which drove her merchants and people to adopt as their own the coinage of a foreign country; which, however, possessed the cardinal virtue wanting with the Chinese issues of being genuine, and representing their full face value.

It is thus that China has "lost the sovereign rights" which she never was able to grasp, of her judiciary, her tariffs, her postal service, and last but not least of her currency and coinage. So soon as the Government has taken to heart the old proverb that "honesty is the best policy," so soon China will discover that there is no need of foolish protests, and that without any exertions on her part the "sovereign rights" will come back of their own accord, nor need any pressure from the party of the reactionaries.

To-day is the Chinese Dragon boat Festival. A few boats have been practising for a race at Aberdeen.

An inquiry will be held at the Magistracy shortly into the cause of death of a Japanese doctor who was recently found at the foot of an embankment at Samshui with his back broken.

A theft which borders on sacrilege was reported to the police yesterday. Miss Store, the Superintendent of the Victoria Girls' School, sent information to police headquarters that the bell was stolen from the spire of the chapel connected with the school, sometime between the 14th and 20th instant.

The return of visitors to the City Hall Library and Museum for the week ending the 20th June, 1909, shows that of non-Chinese there were 457 to the Library and 162 to the Museum, and of Chinese 272 to the former and 1,964 to the latter. The Library was, therefore, used by 729 persons and the Museum by 2,126.

The negotiations between the British authorities at Peking and the Chinese Government concerning the installation of wireless telegraphy at the Peking Hotel, Shanghai, appear to have been satisfactorily settled. The N.C. Daily News understands that Chinese contentions have been upheld and the Government has now offered to take over the apparatus at cost price. In the circumstances this may be considered a satisfactory arrangement. The apparatus, we are told, will be installed at the local telegraph office, and it is expected that a similar station will be put into operation at Wossung. The service will then be thrown open to the public.

Major A. A. S. Barnes has been promoted Lieutenant-Colonel during his appointment as Commandant of the Shanghai Volunteer Corps.

Mr. J. S. Dobie, agent in Hongkong of the Chinese Engineering and Mining Co., Ltd., informs us that the total output of the Company's three mines for the week ending 5th June, 1909, amounted to 31,635.03 tons and the sales during the period to 22,047.97 tons.

A pleasant little gathering took place at the residence of the Japanese Consul (Mr. Funatsu) last night when representatives of the local press and leading Japanese citizens were invited to meet Mr. Fujimura, the manager of the "Independent News Agency" of Tokyo.

The weekly plague return shows that there were 16 cases and 13 deaths in the Colony last week. Of the cases 13 were Chinese, 1 Indian and 1 Japanese. Eleven of the cases were in districts other than the City of Victoria. The only other communicable disease notified last week was one fatal Chinese case of smallpox.

On inquiry at the office of the Indo-China Steam Navigation Company yesterday, a representative of this paper was informed that the steamer *Kutsang* had suffered little damage from the recent fire, which was confined to No. 3 hold. When this was cleaned, and the two decks painted the ship would be ready to receive more cargo. Goods can be shipped on Wednesday morning, and the steamer will leave on the same afternoon. With regard to the damage done to cargo the agents were unable to furnish us with any estimate, but as the hold was full it is expected that a great portion of the goods have been destroyed by either fire or water.

A London correspondent writes:—I saw Mr. James Orange in Kingsway the other day looking well; and a few minutes later met Dr. Swan in the Strand. Swan had just arrived from the West Coast of Africa for a short holiday. He declares that all the stories about the unhealthiness of the West Coast are undeserved. "Divil a bit of it," he said; "it's a fine country, and I prefer it to Hongkong!" His description of the country does not agree with that of another Hongkong friend invalided from Accra. He describes it as the last refuge of "the damned, the dissolute and the depraved," and no offers of higher remuneration would tempt him to go out a second time. He had spent only seven months there, and he thought it too long. Dr. Swan looks a little stouter than when I saw him last in Hongkong a few years ago, and as brown as a berry. Another Hongkongite I saw a few days ago was Dick Hancock. He was in Regent Street with his wife, and had apparently only recently arrived from the East.

## TYPHOON WARNING.

The first typhoon warning of the season was given in Hongkong last evening, the black cone, point downwards, being hoisted about half-past six, indicating a typhoon within 300 miles south of the Colony. As soon as the signal was hoisted all the small craft made for shelter at Causeway Bay.

The typhoon warning received at the American Consulate-General, Hongkong, yesterday at noon from the Manila Observatory read:—Low-pressure area extending from China Sea to east of Balintang and Bashi Channels. A circular depression may be forming in it to the N.W. of Luzon.

## A RAILWAY TRAGEDY.

Before Mr. J. H. Kemp, sitting as coroner, and a jury, an inquiry was held at the Magistracy yesterday afternoon into the cause of death of a coolie named Yat Fung Tin, whose body was found under some earth of the South face of the Beacon Hill tunnel on June 11th.

Dr. W. W. Pearce, medical officer in charge of the Kowloon mortuary, deposed to making a post-mortem examination of deceased. He was of opinion, from the condition of the heart and lungs, the congested state of the liver, and the condition of the brain, that death was due to asphyxia.

Chong Moon, a foreman of works, engaged on the Beacon Hill tunnel, said he was in charge of a gang of coolies between 6 p.m. on the 10th and 6 a.m. on the 11th. Deceased, who was one of the gang, was missed at eleven o'clock at night, but as he was often going away sick witness thought he had left again on that account.

Sergeant Angus deposed to visiting the south face of the Beacon Hill tunnel on the morning of June 11th, and finding deceased's body partly covered with earth. Near the embankment where deceased was discovered witness found a blood-stained stone. He was of opinion that deceased had struck this stone with his head, rolled down the embankment, and then got covered with earth.

The jury found the cause of death to be asphyxia, following an accident.

## HAIPHONG TO PARIS IN 20 DAYS.

The President of the Chamber of Commerce at Hanoi has addressed to the Governor-General of Indo-China a letter suggesting a steamship line between Haiphong, Hongkong and Shanghai. The *Avenir du Tonkin* learns that the proposal is that three 16-knot steamers of 1,500 tons shall be placed on the run, the line to receive an annual subvention of about 1,200,000 francs. A steamship service to Shanghai, it is pointed out, would give passengers the option of three routes to Europe—(1) Via Vladivostok in 24 days; (2) via Hankow and Peking, 25 days; via Dairen 22 days. But our contemporary suggests that Dairen and not Shanghai should be the terminus, and that the postal subvention should not be less than 1,500,000 francs. It is pointed out that the movement of traffic between Haiphong and Shanghai is still and speed being the great desideratum it would be inadvisable for the steamers of the line to take in cargo or discharge Shanghai cargo at Hongkong. It would probably mean a loss of two days in the transit of the mails. By a fast service to Dairen the mails could reach Paris in 20 days, from Haiphong to Dairen 8 days, from Dairen to Paris 12.

## TELEGRAMS.

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[REUTERS'S SERVICE TO THE "HONGKONG DAILY PRESS."]

## BRITISH WARSHIP IN COLLISION.

LONDON, June 21st.

His Majesty's cruiser "Sappho" collided with a Wilson liner also named "Sappho" off Dungeness in a fog.

The cruiser was badly damaged amidships, but managed to keep afloat with the greatest difficulty, collision mats being used and the most powerful pumps kept going while she was being towed to Dover where she was beached.

The Lydd lifeboat and two steamers landed the crew.

No lives were lost.

## AMERICA AND CHINESE RAILWAY LOANS.

LONDON, June 21st.

A dispatch from Washington says it is understood that Germany's reply to the representations of the United States of her wish to participate in the Szechuan railway loan is of the friendliest character. But France and Great Britain protest against American intervention.

LATER.

The "Washington Post" states that Great Britain's reply to America with reference to the Szechuan loan suggested that the American syndicate should arrange matters with English and other foreign banks instead of reopening the matter with China and thus delaying the loan.

It is understood that Mr. Knox in his reply prefers to deal directly with China.

## SENSATIONAL DISCOVERY IN NEW YORK.

YOUNG AMERICAN LADY MURDERED BY CHINESE.

LONDON, June 21st.

New York is thrilled by the discovery of a trunk in a Chinese lodging house containing the body of the grand-daughter of the Civil War hero, General Franz Sigel, who had been murdered by a Chinaman, who has fled.

Two thousand love letters from American girls were found in the rooms.

Miss Sigel was a Sunday School teacher in Chinatown.

## THE PROPOSED NEW CANAL AT SUEZ.

LONDON, June 21st.

The "Daily Mail" states that the Canal Company has opened negotiations with Egypt for a prolongation of the concession.

It is proposed to increase the capital and build a second canal parallel to the existing one.

## DEATH OF A FAMOUS JURIST.

LONDON, June 21st.

Mr. Frederick De Martens, the famous Russian jurist, and a permanent member of the Council of the Ministry of Foreign Affairs, died while on a journey to Livonia.

## INDO-CHINA STEAM NAVIGATION COMPANY.

We are informed by Messrs. Jardine, Matheson & Co., Ltd., the General Managers, that they have received a telegram from London to the effect that the Annual General Meeting of Shareholders in the Indo-China Steam Navigation Co., Ltd., will take place on the 29th current; that £10,000 has been transferred from Reserve Fund and £80,000 from Underwriting Account, which will then stand at £143,891, and that £25,358 has been written off for depreciation. The balance of £15,162 then remaining at credit of Profit and Loss Account for the year 1908, it is proposed to carry forward.

## CASES AT THE MAGISTRACY.

While the coolie in charge of Mr. Pepper's motor launch, which is lying in the Bowington Canal, was away at tiffin on Sunday a thief boarded the craft and departed with the flooring of the boat, valued at about \$40. Not content with this haul he returned to the vessel a second time with the object of removing a bed. The second visit proved his undoing, for he was arrested, charged before Mr. J. H. Kemp at the Magistracy yesterday, and sentenced to six weeks' imprisonment.

Chinese are very fond of fish, and sometimes they endeavour to obtain them illegally. A small boy who yielded to temptation on Sunday, snatched a quantity from a fishmonger's stall. He was pursued, captured and given in charge. Mr. Hazeland at the Magistracy yesterday ordered him to be detained for 48 hours, and to receive 12 strokes of the birch.

While a native was sleeping in the vicinity of the Shaikwan theatre on Sunday two countrymen went through his pockets and relieved him of his valuables. They were arrested shortly afterwards, and on appearing before Mr. J. H. Kemp at the Magistracy yesterday were each sentenced to six weeks' imprisonment and three hours' stocks.

Mr. Hazeland disposed of quite a number of cases, in which natives were charged with being in unlawful possession of opium, at the Magistracy yesterday. In one instance a man who was arrested with a quantity of the drug in his possession at 26, Cochrane Street, was fined \$130, in default six weeks' imprisonment. Another offender who was captured at 598, Queen's Road West was fined \$23, the alternative being two months' jail.

Two natives appeared before Mr. J. H. Kemp on a charge of snatching an earring from a Chinese woman in Queen's Road Central. When the woman felt the ornament tugged from her ear she turned in time to see a man running away, and promptly raised cries of "stop thief." A lunkon appeared on the scene and the man was captured, and as the policeman secured him he threw the ring away. The thief, who was captured rehanding, was sentenced to six months' imprisonment, six hours' stocks and two whippings of twelve strokes each. The other man was discharged.

## FORTHCOMING APPEALS.

At the Supreme Court yesterday Mr. C. G. Alabaster asked that a day be fixed for the hearing of an appeal against the decision of the Chief Justice in the case of S. J. David and Co. against certain Chinese, and stated that he appeared for his friend Mr. Duncan McNeil, of Shanghai. The hearing was to have come on that day, but it obviously could not now. He suggested June 28th for the hearing.

Mr. Slade, who appeared for the respondents, said there was another appeal fixed for that day and he suggested that the date fixed be June 29th, as the other appeal would take up the best part of one day.

The Chief Justice—How long will this appeal last?

Mr. Slade—Three days or so.

The Court fixed the hearing for June 28th and postponed the hearing of the other until July 5th.

## LIKIN ON RAILWAYS.

A correspondent, writing to the P. & T. Times of June 8, says that the Chinese Government, within the past month, has established a considerable number of likin stations along the Peking-Hankow Line, where a tax equal to one-half of the Maritime Customs duties is collected from passing goods. All goods, both foreign and native, must pay this unless accompanied by a transit duty certificate, in addition to the ordinary receipts for likin dues and the native Customs dues that have to be paid at the seaports.

In addition to the foregoing, the Chinese Government is now also collecting from all passing foreign goods not protected by the transit duty certificate just mentioned, the Peking city octroi tax on goods passing Fengtai, although said goods do not go into Peking, nor within some miles of that place.

All this (it is added) is an entirely new practice, only established this spring, and is quite a serious matter to such foreigners as have to take or send foreign goods into the interior. The failure to secure a transit duty certificate will make it necessary to pay at least double the cost of such certificate, besides the probable delay and annoyance en route.

## CHINA'S LOST RIGHTS.

The Waiwupu has reported to the Throne items enumerating China's lost rights which ought to be restored gradually, of which the important ones are as follow:—

1.—Judicial Rights.—At present Consular jurisdiction is still in existence in China, and Mixed Courts are still in various open ports and towns.

2.—Tariffs.—Foreign countries have their own tariffs decided by themselves, but in China only tariffs agreed with foreign powers are levied. Thus it is impossible to increase the items and amounts of tariffs of China's own accord.

3.—Postal Service.—In China there are many foreign post offices in various ports, which fact is an infringement of China's rights of administration of communications.

4.—Monetary.—In foreign countries no foreign money is allowed to be used, but in China there are many foreign moneys in circulation which influence China's finance a great deal.

Besides these there are many others such as right of policing, the right of land ownership, mining, transportation on land and water, the right of trade in the interior, etc.—The Eastern Times.

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## THE ALLEGATIONS AGAINST A SOLICITOR.

The Full Court (their Honours Sir Francis Pigott, Chief Justice, and Mr. H. H. J. Gompertz, Puisne Judge) yesterday resumed the hearing of the case in which Mr. C. F. Dixon was called upon to show cause why he should not be struck off the roll of solicitors.

The application was made by Mr. Eldon Potter, who was instructed by Mr. C. D. Wilkinson (of Messrs. Wilkinson and Grist), while Mr. Dixon was represented by Mr. H. G. Calthrop, who was instructed by Mr. J. Scott Harston (of Messrs. Ewins and Harston).

Charles Kent, cashier in the office of Messrs. Hastings and Hastings, explained the system of book-keeping. They kept a costs account and a clients' account, all money received for the cost of the office went to the first named and all money received on behalf of clients went to clients' account. The accounts were kept in separate books. Money was sometimes transferred from the clients' account to the costs account, but no ledger was kept for the clients' account, so that money paid by clients to costs account would not appear in the ledger.

When money was received it was entered in the rough cash book with a note showing to which account the money was to be placed. He remembered when Wong Hin Tong called for the interim account. That was about 1st December last year. Mr. Dixon told him to make out an account, and to make a copy of the ledger (produced). The items paid by clients to the costs account would not appear in that account. Costs paid direct to the costs account did not appear in this account. Certain items paid by the Kwong Hing Cheung to costs did not appear in the first statement. One referred to a sum of \$25 paid on March, 1907, \$300 paid on 29th April, 1907, \$400 paid on 6th June, 1907.

The Chief Justice—How do you know this? Witness—On comparing the two accounts. The Chief Justice—Do the lump sums on the credit side of the first account appear as lump sums to the credit side of the other account?

Mr. Potter—Yes, and others besides.

Mr. Potter—What is the next sum?

Witness—\$500 paid on the 27th January, 1908.

And the next?—\$1,500 paid on the 21st April.

How much is the amount which does not appear in the first account?

The Puisne Judge—\$500 out of \$1,500?

Mr. Potter—Yes, my Lord.

Witness—\$350 on the 5th May.

How much do these items come to?—\$2,075.

So that the first account would be \$2,075 short?—Yes.

You remember the date when that second account was given?—About the middle of April.

Who made out that account?—Mr. Dixon, with my assistance.

That is the complete account?—Yes.

Does that account include all payments made by clients whether they went to costs account or clients' account?—Yes.

Does it also show the amount charged by the firm for costs?—Yes.

\$6,089.60?—Yes.

Will you point to the two items?—The first item is \$6,089.60 and the second \$3,017.65.

Who made out these costs included in these items?—Mr. Dixon.

Look back to the first account?—How much was transferred from the clients' account to the costs account for costs?—\$4,114.00.

What were the items?—The first, June, 29th, \$1,000; second, July 8th, \$250; third, July 24th, \$1,250; next, August 21st, \$1,614.60, making in all \$4,114.60.

About the middle of April Mr. Dixon with your assistance made out a complete account and gave it to Wong Hin Tong?—Yes.

When did you see Wong Hin Tong again?—About the middle of May.

Didn't you see him before that?—I saw him on April 15th.

What happened on that occasion?—I paid him a cheque for \$10,000.

Was Mr. Dixon present at this interview when the cheque was given?—Yes.

Did Mr. Wong ask for anything?—Yes, he asked for a reduction of costs.

Did he ask for anything else?—He asked for a detailed account of all the charges.

Did he get that?—Yes.

How long did it take to make out the detailed account?—Three or four weeks.

Do you remember when it was sent to him?—About the 15th May.

When did you see Mr. Wong next?—A few days after he got the detailed account.

What happened then?—I took him to see Mr. Hastings.

Was Mr. Dixon present?—No.

Do you produce the rough cash book?—Yes.

Will you look at 27th January 1909?—Yes.

Did Mr. Dixon pay you any money for costs that day with reference to Gulab?—Yes; he paid me \$30 for costs.

Will you read the entry?—27th January, Jemadar Gulab, \$30 costs.

Whose handwriting is it?—Mr. Dixon's.

Did you see Gulab on that day?—No.

Do you know whether any receipt was given for this \$30?—No receipt was given.

The Chief Justice—As far as you know?

Witness—I keep the receipt book and make out the receipts.

Mr. Potter—On March 3rd, 1909, there is another entry with reference to Gulab, is there not?—Yes.

\$50?—Yes.

Go back to January 8th, 1909. Do you find an entry, Wong Hi on account of costs police court case?—Yes.

How much?—\$30.

Did you receive that money?—Mr. Dixon received the money and handed it to me.

Did you give any receipt?—No.

Did you ever receive any further sum from Mr. Dixon with reference to that case?—No.

Is there any entry on 13th or 14th January of money received from this man?—Yes.

Can you tell me how much Mr. Dixon received on an average per month from Messrs. Hastings in salary and commission?

Mr. Calthrop objected.

The Chief Justice—I don't see how this affects the case.

Mr. Potter—There is mention of it in Mr. Dixon's affidavit.

The Chief Justice—We are not dealing with any of the civil aspects of the case.

Mr. Potter—No, it may become important on another matter.

Can you tell the average amount in salary and commission received by Mr. Dixon from 1st January, 1908, to 31st March, 1908?—About \$420 a month.

Did Mr. Dixon pay over \$500 on 23rd July, 1908, with reference to the Kwong Hing Cheung case?—No.

Cross-examined by Mr. Calthrop.

How long have you been with the firm of Messrs. Hastings and Hastings?—About two and a half years.

What is your Chinese name?—Cheung Po Chun.

Then you are a Chinaman?—Yes, I am a Chinese.

Why did Mr. Wong Hui Tong ask you for an interim account about the 1st December?—I don't know.

Did Mr. Dixon at any time ask Wong Hui Tong for a further payment on account of costs?—Yes.

Do you know that Wong thought he had already paid enough on account of costs?—I do not know.

Did not Mr. Dixon ask you to make out an account so as to show the position between Mr. Wong and the firm?—I don't know.

The Chief Justice—What instructions did he give you?

Witness—He asked me to make out a copy of the current ledger in Wong Hui Tong's name.

From the first account produced to Mr. Wong could you tell how they stood?—No.

Did Mr. Dixon ask you to make out an account showing the proper position?—No.

You swear that?—I don't know.

Did you hand the account to Wong?—I cannot remember.

Did you explain the account to him when you handed it to him?—No, somebody else did.

The Chief Justice—Did you hear somebody else do it?

Witness—Yes, the interpreter Hung.

Cross-examination continued.

What day was it Mr. Wong paid the \$2,000 more?—11th January, 1909.

Will you look up the cash book, 29th June last? What was paid Renter, Brockelmann that day in respect of costs?—\$3,500.

In whose handwriting is that entry?—In my own.

Where did you get the money from?—I cannot remember. It may have been Mr. Dixon or Mr. Wong himself.

Don't you know the money was paid two days previously to Mr. Hastings?—I can't remember.

And that it was after bank hours?—I can't remember.

And that Mr. George Hastings put it in his safe?—I can't remember.

And it was handed to you on Monday, 29th, by Mr. George Hastings?—I can't remember.

You don't swear he did not hand it to you?—I don't.

Wasn't the interim account given to Mr. Wong in Chinese as well as English?—No, English only.

When the final account was given Mr. Wong was it in Chinese as well as English?—No.

Were you present when it was handed to him?—Yes.

Who were present?—The interpreter Tam and Mr. Dixon.

What happened?—Nothing particular.

Did he look at the account?—Yes.

After looking at it he asked for a detailed account?—Yes.

Did he point to any special items?—Yes.

That one for \$6,000 odd?—Yes.

And that one for \$3,000 odd?—Yes.

The Chief Justice—Who explained the account to him?

Witness—The interpreter.

The Chief Justice—Was there another copy?

Witness—There was a translation.

The Chief Justice—That was handed to him?

Witness—Yes.

The Chief Justice—Did the interpreter explain every item as well?

Witness—Yes.

Cross-examination continued.

Now you told us just now that the final account was in English only?—Made out by myself. The Chinese translation was not made out by me.

Did anything more take place at that interview?—Yes, I gave him a cheque for \$10,000.

Who was present?—Mr. Dixon and Tam and a new interpreter.

Was that all?—He signed a receipt.

When did you next see him?—A few weeks later.

Who were present?—Tam and myself.

The declared account was sent to Wong Hui Tong somewhere about the middle of May?—Yes.

How soon did you see him after that?—A few days.

Who else was present?—Tam.

And you went in to see Mr. Hastings?—Yes.

Did you have any conversation with Wong?—Yes, he asked me to speak to Mr. Hastings about the costs.

And then?—Mr. Hastings read over the accounts and said they were not quite correct.

Which two accounts do you mean?—The final account and the detailed accounts for costs.

What else did Wong say?—That a sum of \$500 had not been credited to him for costs.

Was anything else said at that interview?—Mr. Hastings spoke to Wong and asked him what \$500 was not credited.

What happened next?—Wong said he went back to Canton sometime ago and compared the account with his Chinese account book.

Are you sure he said that?—Yes, and he said the \$500 was short in our account.

And after that?—Mr. Hastings asked him if he got a receipt for it.

What did he say?—He said, "No."

What happened then?—Mr. Hastings asked him on what date it was paid, and he said it was sometime in July.

Did he tell Mr. Hastings the exact date?—No. He was going to find out. He explained that on several occasions \$500 had been paid, and he could not tell which \$500 it was.

And after that?—Mr. Hastings asked him to show him his Chinese account book.

What happened then?—Wong said he would go back to Canton and get the book?

Are you sure that is all that happened?—Quite sure.

Did you make an affidavit in this matter?—Yes, on May 27th.

And you told all you knew in that affidavit?—Yes.

Do you know Jemadar Gulab?—I know his face.

When did you first see him?—Sometime in February.

Was this the occasion on which he paid \$30?—No, after that.

You say it is part of your duties to give receipts?—Yes.

Then on the 27th when \$30 was paid why didn't you make out a receipt?—I asked Mr. Dixon if the man wanted a receipt, and he said "No."

The Chief Justice—Who keeps the receipt book?—I do.

And you say it is your duty to make out receipts?—Yes.

Then why didn't you make one out in this case?—Sometimes a client calls at the office in a hurry, just pays the money and goes away again.

Why didn't you make out a receipt and send it afterwards?—I did not know the man's address.

The Puisne Judge—How does the solicitor get the book to make out a receipt?—He asks me for it.

Mr. Calthrop—Have you the receipt book here?—No.

You say it frequently occurs that a client calls, pays his money and gets no receipt?—Not frequently, but it does happen.

I put it to you that if a receipt is given the counterfoils ought to agree with the cash book?—Yes.

And I put it to you that in police court cases it is not the practice to give a receipt unless a client asks for one?—That is not so.

On March 3rd you received \$50 from Gulab?—Yes.

Who handed it to you?—I don't quite remember.

Did you give a receipt for that?—I made one out.

Did you hand it to Gulab?—No, he did not call for it.

The Chief Justice—Then why didn't you make out one before? That is the question I asked you. I intended to make one, but the man went away, so I asked Mr. Dixon and he said "Never mind."

Did you tell Mr. Hastings the whole story about these receipts?—No.

Why didn't you?—He didn't ask me.

Didn't you think it important to tell him everything?—No.

Did you think it important to tell him of not having made out a receipt in the second case because Gulab did not ask for it?—No, I didn't.

Do you know Wan Hi?—Not personally.

When did you first see him?—Sometime in January.

Did you speak to him on that occasion when he came to the office?—No.

Did you on the second?—Yes.

When was that?—On that day or the day after.

Was anybody else there?—Tam.

What did you speak to him about?—I asked him to pay the balance of his costs.

What did he say?—That he had already paid.

Where did this conversation take place?—In my room.

You made an affidavit about this?—Yes.

How do you account for putting in your affidavit that it was on the 13th or 14th January, that is to say, five or six days after he first called, and now you say it was the same day or the day after?—I cannot remember the exact date.

The Puisne Judge—Do you mean you cannot remember now, or you could not remember then?—I cannot remember now.

Mr. Potter—He says in his affidavit that Mr. Dixon did not pay him \$20 on the 13th or 14th January.

Mr. Calthrop—Who was present besides Wan Hi when he said he paid the \$20?—Tam.

Why did Wan come into your room?—Because he wanted to speak to Tam.

How long had Tam been sitting there when Wan Hi came in?—He had been busy typing something all the time.

And Wan Hi said he had paid the \$20 to Mr. Dixon?—Yes.

How long did he stay in the room with you and Tam?—From five to ten minutes.

And after this he went out of the office?—He asked Tam to ask Mr. Dixon to give him a letter to show to the inspector in the New Territory.

Did he get one?—No.

You say Wan Hi told you he had paid Mr. Dixon \$20?—Yes.

Did you ask Mr. Dixon for it?—I did not.

Why?—Because I thought if the money was paid to Mr. Dixon he would hand it to me sooner or later.

Did you give a receipt to Wan Hi for \$20?—I did not receive it.

You could have drawn a receipt up, gone to Mr. Dixon for the money, and got him to sign the receipt?—That is not the rule.

Would you remind anybody if you found that by accident they had omitted to pay a small sum over?—Yes.

Then why didn't you remind Mr. Dixon?—At that time I intended to, but he was out, and afterwards I suppose I forgot.

Did it never again occur to you?—Not until long afterwards.

When?—Sometime in May this year, but Mr. Dixon was not there then.

Did you try to find Mr. Dixon to tell him about this?—No.

When did you see Wan Hi again?—Sometime in May. I cannot remember the exact date.

Where did you see him?—In our office.

Witness was handed the rough cash book, and admitted not being able to find the counterfoils for an entry of \$3 contained therein. Occasionally receipts were not given for small sums. With reference to another entry, \$29.40 for costs, he was unable to find the receipt.

Why not?—I can't remember.

Witness was questioned as to several other items of a similar nature.

Is it not the practice not to give receipts for small sums unless specially asked?—My duty is to make them out in every case.

With regard to the \$29 do you remember whether Mr. Dixon told you not to give a receipt?—I don't remember.

Look at the entry 22nd July last year, what is it?—Kwan Chun Kwan on account of costs police court case \$20.

Whose handwriting?—Mr. Dixon's.

Is there a receipt for it?—Yes.

Same day, there is an entry of \$10?—Yes.

Whose handwriting?—Mine.

Is there a receipt for that?—No.

Why not?—I was told he did not want one.

Who told you?—I can't remember.

Were you specially told not to give a receipt?—It must be so or there would be one.

Look at the entry, 6th July, \$27 cost of transfer?—Yes.

In whose handwriting?—In my own.

Can you find a receipt for it?—No.

Why not?—Because it is a transfer of commission.

Witness was questioned with regard to other entries. One with reference to 15th entered in the handwriting of Mr. Dixon and Mr. Hastings had no receipt, and another entry for \$42 in the handwriting of Mr. Hastings had no receipt.

How do you know Mr. Dixon's average salary per month was \$420?—By looking at the cash book.

Can we see that book?—No answer.

Mr. Calthrop asked for the book to be produced.

The Chief Justice—Do you dispute this amount?

Mr. Calthrop—We want to see these payments to Mr. Dixon from the time he had been in the employ of the firm.

Mr. Potter—We can make out a list of the payments to Mr. Dixon.

The Chief Justice—I don't quite follow. The question was, did he know the amount of Mr. Dixon's salary. He gave the information. Do you challenge it?

Mr. Calthrop—We don't. We are entitled to see every book.

Mr. Calthrop—The witness makes out that he knows from this book the amount of Mr. Dixon's salary.

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 Authorised Capital ... £3,000,000.  
 Subscribed Capital ... 2,750,000.  
 Paid-up Capital ... 687,500 0 0.  
 IL. Fire Funds ... 3,065,374 15 7.  
 The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.  
**SHEWAN, TOMES & CO., Agents.**  
 Hongkong, 21st July, 1908. [1019]

**DR. M. H. CHAUN.**  
 THE latest Method of the AMERICAN SYSTEM OF DENTISTRY.  
 33, QUEEN'S ROAD CENTRAL.  
 From the University of Pennsylvania, U.S.A.  
 Hongkong, 17th April, 1907. [415]

**SIEN TING**  
 SURGEON DENTIST.  
 No. 10, D'AGUIAR STREET.  
 TERMS VERY MODERATE.  
 Consultation Free.  
 Hongkong, 21st September, 1905. [504]

**GRACA & CO.**  
 (Established 1896).  
 No. 27, DES VEXES ROAD.  
 Dealers in  
**POSTAGE STAMPS**  
 AND  
**VIEW POST CARDS.**  
 Just Received a Selection of  
 STAMP ILLUSTRATIONS.  
 POSTAGE STAMP ALBUMS  
 of Latest Edition, from £1.75 to £16 Each.  
 SUGAR CORN SEEDS.  
 Inspection Invited. [548]

**SINGON & CO.**  
 IRON, STEEL, METAL AND HARDWARE MERCHANTS. Wholesale and Retail. Ironmongers, Pig Iron, and Foundry Coke Importers. General Storekeepers and Shipbuilders.  
 Nos. 35 & 37, HING LOONG STREET, (2nd Street, west of Central Market) Telephone No. 515. [583]

**A LING & CO.**  
 19, QUEEN'S ROAD CENTRAL.  
**FURNITURE AND PHOTO GOODS STORE.**  
 Photographic Goods of every Description in Stock.  
 Developing and Printing Undertaken.  
 Hongkong, 31st July, 1907. [569]

**A TACK & CO.**  
 FURNITURE & PHOTO GOODS STORE.  
 26, DES VEXES ROAD, CENTRAL.  
 DEALERS IN  
**LADIES' & GENTS' BOOTS & SHOES.**  
 UMBRELLAS, &c., &c.  
 Cameras fitted with  
 "Zeiss", "Goetz", "Ross" & "Alidis"  
 Lenses.  
 DEVELOPING AND PRINTING  
 A SPECIALITY.  
 Hongkong, 24th April, 1909. [37]

**MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.**  
 CODE WORD: "DOCK."  
 A.I., A.C., and Engineering Code Used.  
 NEW DOCK NOW OPEN.  
 DOCK No. 3.  
 Extreme Length ... 712 feet  
 Length on Blocks ... 724  
 Width of Entrance on Top ... 964  
 Width of Entrance on Bottom ... 884  
 Water on Blocks at Spring Tide ... 344  
 DOCK No. 1.  
 Extreme Length ... 523 feet  
 Length on Blocks ... 513  
 Width of Entrance on Top ... 83  
 Width of Entrance on Bottom ... 77  
 Water on Blocks at Spring Tide ... 64  
 DOCK No. 2.  
 Extreme Length ... 371 feet  
 Length on Blocks ... 350  
 Width of Entrance on Top ... 66  
 Width of Entrance on Bottom ... 53  
 Water on Blocks at Spring Tide ... 22  
 PATENT SLIP.  
 Suitable for vessels up to 1,000.  
 THE WORKS are well equipped with LATEST PLANTS and APPLIANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS, and also ELECTRICAL WORK.  
 A LARGE STOCK of MATERIALS is always kept on hand.  
 THE COMPANY has the powerful steamer "OURA-MARU" (712 tons, 700 H.P.) specially built for SALVAGE PURPOSES equipped with necessary gear, always ready for service.  
 Short Notice. [605]

**ON SALE.**  
**THE FIFTY YEARS**  
**ANGLO-CHINESE CALENDAR**  
 日曆英甲午年十五  
 FROM 1st JANUARY, 1864 TO 31st DECEMBER, 1913, BEING FROM THE 1st YEAR OF THE 70th CYCLE TO THE 50th YEAR OF THE 70th CYCLE.  
 PRICE 22 CASH.  
 On Sale at the "HONGKONG DAILY PRESS" Office, or Agents in all the Ports of the Far East.  
 The Book will be sent by Registered Post (free) to any part of the World unrepresented by Agents on receipt of Money Order.

## THE CHINA SOCIETY.

## DINNER AT THE TROCADELO.

## SPEECH BY CHINESE MINISTER.

(From our London Correspondent.)

The members of the China Society, to the number of over 200, held their annual dinner at the Empire Rooms of the Trocadero Restaurant, London, on 26th May. His Excellency the Chinese Minister (Lord Li Ching Fong) presided, and the attendance included Sir Charles and Lady Dudgeon, Sir H. S. Wilkinson, Sir J. Brown, Lady Clarke Jervoise, Mr. C. S. Addis, Mr. H. J. Allen, Miss Andrew, Mr. A. G. Angier, Miss Baker, Mr. and Mrs. Blackwell, Mr. Thos. Brown, Mr. and Mrs. Byron Brown, Mr. and Mrs. H. R. H. Burder, Mr. Gordon Carter, Mr. and Mrs. Cartwright, Mr. V. C. Chang, Mr. Ivan Chen, Mr. A. Dioso, Mr. G. B. Dodwell, Mr. and Mrs. and Miss Judd, Mr. and Mrs. L. Giles Col. and Mrs. Edwards, Mr. and Mrs. H. G. Harwood, Mr. J. B. Michael, Mr. and Mrs. J. H. Perry, Mr. B. C. G. Scott, Mr. G. Jamieson, Mr. E. G. Jamieson, Mr. Frank Souter, Mr. and Mrs. A. P. Stokes, Miss Tramp, Mrs. Watson, Mr. M. T. Whang, Mr. and Mrs. Wilson, Mr. A. G. Wood, Mr. E. Yamazaki and Mr. A. Zimmern.

After dinner the Chairman submitted the toast of His Majesty the King and His Majesty the Emperor of China, which were loyally honoured.

His EXCELLENCY then proposed the toast of "Prosperity to the China Society." Lord Li said:—After a year's separation we meet again, all of us feeling, I hope, that we have derived some benefit from the course of treatment we have undergone during the Society's last session. At the outset, possibly, the programme of the session, viewed as a whole, may have seemed rather a stiff and heavy course to go through, but taken in small quantities at intervals of four weeks it has proved an easy task, as is testified by the presence of so many to-night at the finish.

My toast is "The prosperity of the China Society"; indeed, it will have need to prosper and live long if it is to have the full advantage of the rich store of materials that are within its reach. China goes back a long way as a nation, and its literature enables us to reconstruct the picture as it existed 2,000 or more years B.C. There is a wonderful charm in looking back through a vista of several thousand years. What may seem quite commonplace as it lies in front of us is invested with deep interest when our imagination views it in an atmosphere made dim by the lapse of centuries. For example, what a pleasing picture was presented to us recently by the Cambridge procession of a taxicab plying for hire in the capital of the Chow Kingdom 20 centuries ago. Everything new of to-day seems to have had its counterpart in Ancient China, and who knows but that before we meet again in this room next year some rival professor may have discovered that the aeroplane was much used by those same ingenious Chow people. (Laughter and applause.) A remark recently made by a speaker at one of your meetings suggests the reflection that interesting as the China of B.C. 2,000 may be, the China of the 20th century is also entitled to some notice. We go to the British Museum to see old chariots and to the Tower to see old cannons, but we go to Long Acre, or to Woolwich, to see what is being done to-day, and I throw out the suggestion that some of your meetings might be devoted to subjects dealing with the modern condition of China. (Applause.) Our countries are now closely connected by ties, commercial, political, financial and social, that we cannot know too much of each other as we are in the present day. With anxious mutual understanding forms the most durable bond, and engineers on both sides that useful virtue of making allowance for those who differ in opinion. In this I am sure I shall be borne out by my friend Mr. Yamazaki, who to-night represents a sister institution, the Japan Society. The geographical position of our two countries enables them to know each other intimately, and as a consequence the best understanding exist between them, a friendly feeling which I am proud to think is reflected in London by the official representatives of each country, as it also is by the Japan Society and the China Society. (Applause.) I congratulate you on the successful session which this evening's banquet brings to a conclusion, and I heartily hope that many more are in store for you. (Applause.)

The toast was musically honoured.

Mr. ARTHUR DIOXY, in responding to the toast, expressed on behalf of the members of the Society, his gratitude to Lord Li for the appreciative words he had used concerning the work of the Society. They accepted his praise because they knew it to be well deserved. They had the honour to belong to a young, active, and healthy Society that had done very good work in its short lifetime and would do better work in the future. There was no lack of material for the Society to work upon. The range of their labours could go back to B. C. 2,000, as well as occupy itself with the China of to-day. There was no more interesting land in the world than China, and the China of the future was full of mighty portents. The matter which they could extract from all this material would be valuable and useful. The Society stood on a sound basis and was conducted on sound common-sense principles. It was fortunate in having Mr. Byron Brown and Mr. Ivan Chen for honorary secretaries. They were two zealous, indefatigable, gentlemen, as practical as ever served a good cause. The management of the Society was left to a great extent in their hands, and one might say with Sir Christopher Wren "If you want to see their monument, look around." (Applause.) The Society also owed a good deal to His Excellency's support and encouragement. Lord Li was the second Extraordinary to preside over their Society, and if ever a moment of difficulty

should present itself and they should require his powerful patronage and protection, he felt sure they would not appeal to Lord Li in vain. (Applause.) Lord Li took a keen interest in the Society. The great empire could not have a better representative in their midst than Lord Li, who was the adopted son of Li Hung Chang, the man who foresaw that changes were to come, in China. It was possible that the methods by which these changes were being brought about would not in every case commend themselves to the deceased statesman, but Li Hung Chang was the first to see that these changes had to come. Years ago Lord Li was in England as Secretary to the Chinese Legation and he revisited England with Li Hung Chang. He had now to ask them to drink the health of their Chairman, and in doing so he would remind them they were drinking to a great country, China was not only of the past and present, but also of the future. It was in the China of the past that Lord Li spent his boyhood, and whatever they might think of the necessity for change in China they had to bow respectfully to a system now passing away which was able to keep together the largest number of human beings of one race in a very fair state of happiness, comfort and contentment for a larger space of time than was recorded of any other system in the world. If China did well in the remote past, he felt convinced that under the leadership of such men, as Lord Li represented, China would do better even still in the future. (Applause.)

The toast having been honoured, this concluded the speeches and the ladies withdrew.

A short informal business meeting was then held.

Mr. G. JAMIESON thought they had spent a most successful evening. The China Society fulfilled a useful purpose and brought together many old friends. He hoped the membership would increase and the Society long continue to flourish. During the past session they had had a number of interesting papers and the Council hoped to have them printed to keep as a record. In time these would make a valuable and important contribution to Far Eastern affairs, and he hoped the members would support this proposal financially.

## THE LANGKAT SHARES CASE AT SHANGHAI.

Mr. F. S. A. Fournier, Acting Judge of H.B.M.'s Supreme Court at Shanghai, delivered judgment on the 17th inst. in the interesting case of F. L. Marshall v. Mrs. Florence Nazer, as follows:—

This is an action claiming specific performance of a contract made by defendant dated April 17, 1909, to deliver on June 28, 1909, fifty shares in the Langkat Company, payment to be made at £15. 950 a share on delivery of scrip and transfer.

The defendant pleaded that plaintiff had bought as broker for principals whose names he had since disclosed and was therefore not entitled to sue. At the suggestion of the Court it was agreed between counsel that the following issue should first be tried: Is the plaintiff entitled to sue?

The bought contract note is in the form usual here in forward share transactions. It is addressed to "The concerned. I have bought on your account from Mrs. Nazer, etc., etc., broker, age half per cent. signed F. L. Marshall, broker." Sale confirmed (signed) Florence Nazer, seller. The words here used must be given their plain and literal meaning, as in the interpretation of all written contracts. Mr. Douglas ingeniously suggested that plaintiff was acting as a commission merchant; if he was he should have said so. Mr. Nazer contracted to sell through Mr. Marshall as broker to an undisclosed principal.

Now it appears from Mr. Marshall's books that he bought these fifty shares himself; he was principal on April 14 and 15 at prices ranging between £12 1/2 and £15. On the 17th he sold twenty-five more at £15. 950 and he said that he had really intended to allocate twenty-five of Mrs. Nazer's shares to this contract. But his books do not show this, nor did he give any reason: the sales to which he allocated Mrs. Nazer's shares were prior in date to the sale of the twenty-five on the 17th, were at lower prices, and would come first to be provided for: his evidence shows that he sat down in the evening sometimes long sometimes short and allocated purchases and sales according to convenience; in fact he was clearly combining the business of jobber, that is, dealer in shares, with that of broker, whose office it is merely to establish privacy of contract between two principals. I have pointed out in a previous case (Lia v. Graham, "North-China Daily News," July 13, 1903) the vice of the form of contract "for the concerned" and the custom as followed in Shanghai share-dealing—that it provides a cloak for such equivocal transactions. In a recent case (Home Fletcher v. Monitor L. J. said, "On the Stock Exchange securities may in the course of a day, or even of a much shorter time, vary in price, and a broker who considers that he has no duty to report the actual price of the transaction to his client or to give him the whole benefit of the transaction he has carried out on behalf of his principal, is always under the temptation of making a profit by the transaction at the expense of his customer, and often may do so without running the least risk of detection. Such behaviour on the part of a broker appears to me to be wholly irrelevant to the question we have to decide. The contract which the plaintiff made with the London broker was one by which he might make profits, and therefore, was not a contract of brokerage, whether or not any or exorbitant profit were in fact made." (1908) 2 K.B.D. p. 530. The principal employs the broker to place shares exposing to get the benefit of his skill and industry in selling at the best price obtainable: if the broker buys the shares himself it

will naturally be at as low a price as he honestly can—if it happens to be honest: the dishonest broker has the ignorant principal at his mercy. Agents cannot act so as to bind their principals where they have an adverse interest in themselves. This rule is found on the plain and obvious consideration that the principal bargains in the employment for the exercise of the disinterested skill, diligence and zeal of the agent for his own exclusive benefit. (Story on Agency section 210.) For this reason the contract in question is plainly void. That disposition of the action.

As regard to costs I think I ought to make no order for the defendant when she came into Court had no merits so far as her defence against the plaintiff is concerned. She had no quarrel with Mr. Marshall, but proposed—to judge by her statement of defence—to upset the contract by attacking the other principal: accident gave her a defence. If the shares had gone down in price she would certainly have looked, according to the custom, to Mr. Marshall to pay at this contract rate. He gave her the correct market price and treated her quite honestly according to the custom of share-broking here. In the action Lia v. Graham, supra, three leading brokers, called to give evidence of the custom, agreed that a broker would be entitled under the custom to sell his own shares when signing "for the concerned" and yet charge a commission. The custom is, to put it mildly, misleading to the outside public and to the honest brokers alike, and illegal and unfair to the detriment of the plaintiff. It is altered the law must from time to time claim a victim. Judgment for defendant, but without costs.

Mr. Wilkinson said that his Lordship had recorded judgment and he did not wish to argue upon it. He wanted to point out, however, that the action had only been heard on the first issue and the defence entered on the pleadings still remained. Plaintiff had brought the action and had not succeeded, and counsel submitted that his client was entitled to costs. He was not going to proceed with the second part of the case, but he suggested that defendant, who had done a public duty, should not be mulcted in costs.

His Lordship said that he had merely taken a view of the merits, and that he considered that Mr. Marshall had been quite sufficiently punished.

Mr. Wilkinson—This action is now at an end. May I in my other capacity ask that the account book put in as an exhibit be impounded by the Court for scientific examination.

His Lordship—If you as Crown Advocate think that a crime has been committed, you can apply to have the book examined. But you will have to consider the matter seriously, and in the meantime the exhibits will be kept in Court.

Mr. Douglas—I understand your Lordship to say that the exhibits are to be kept in Court. I understand that throughout this case Mr. Wilkinson was setting in his private capacity, and I therefore think that he should state a certain time, after which Mr. Marshall may have his book.

## THE PANAMA CANAL.

## UNITED STATES GOVERNMENT'S DEFENCE SCHEME.

Mr. Dickinson, Secretary of War, returned on the 24th ult. from the visit of inspection to the isthmus of Panama and the American Canal zone. While there in company with General Bell, Chief of the Staff of the Army, he tentatively decided upon the plans for the fortification of the Canal at the cost of about \$1,500,000.

When it was first proposed to construct the Canal some discussion took place in Congress and the Press in favour of neutralisation by international agreement, but the suggestion was never received with much favour, and the American Government now intends to make the Canal as safe from attack as fortifications can make it.

At both ends of the Canal 12 in., and perhaps 15 in., disappearing guns will be mounted. On the Pacific side the four islands of Flamenco, Culebra, Nacoe, and Tabasco, lying from five to ten miles off the mouth of the Canal, will form the outer chain of defence, and batteries will be constructed at Ancon and San Juan on each side of the mouth of the Canal. At Pedro Miguel, six miles inland, the site of the locks of the Pacific side, batteries will be erected for their immediate protection. At Culebra, a point about half-way across the isthmus, it is proposed to establish a large military post.

On the Atlantic side the hills commanding the entrance of the Canal are to be heavily fortified. All told, more than sixty heavy guns are to be mounted and a force of 4,500 men will constitute the garrison of the Isthmus.

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 21st at 11.50 a.m.—The barometer has risen moderately in Japan, and fallen slightly over the S. Loochoos and at the stations around the China Sea.

A depression appears to be forming to the southward of the Isthmus of Panama, and a second depression is indicated over the Pacific to the S.E. of Mexico.

Pressure is high over the Pacific to the E. of Japan.

Fresh N.E. and E. winds and squally weather may be expected in the Formosa Channel and along the northern shores of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.05 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood ... N.E. and E. winds, fresh, squally, showery.  
 Formosa Channel ... N.E. winds, fresh.  
 South coast of China between Hongkong and Loochoos ... Same as No. 1.  
 South coast of China between Hongkong and Hainan ... Same as No. 2.

## Apollinaris

## "THE QUEEN OF TABLE WATERS."

SUPPLIED UNDER ROYAL WARRANTS OF APPOINTMENT TO HIS MAJESTY THE KING AND H.R.H. THE PRINCE OF WALES.

For 1 ble Use and Mixing with Wines and Spirits. [607-1]

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**WHAT ARE THESE BONDS?**  
 They are high-class and absolutely safe securities, payable to bearer, issued by the various Governments and Municipalities of Europe; they are redeemable at periodical drawings, either with Cash Premiums varying from £40 to £100,000, or, at the very least, at their full nominal value.  
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 Write for Handbook, sent post free.  
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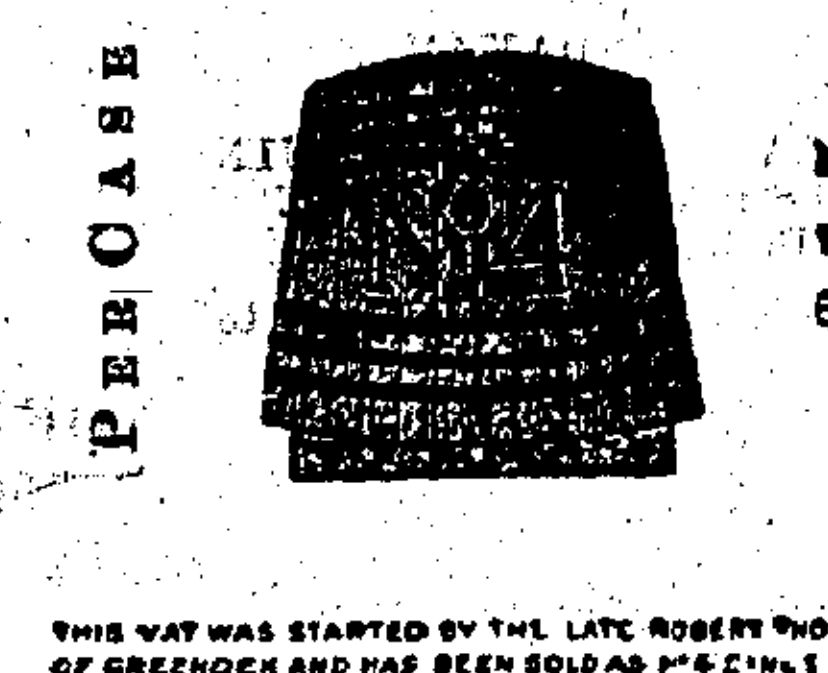
**MARTIN'S APOL STEEL PILLS**  
 A French Remedy for all irregularities. It is the only medicine that can be taken at any time, in any place, and in any quantity. It is the only medicine that can be taken at any time, in any place, and in any quantity. It is the only medicine that can be taken at any time, in any place, and in any quantity.

**The World's Family Medicine.**  
 A family medicine is a necessity. The human body is an intricate piece of machinery which is easily put out of order, and unless the wrong be righted in its early stages a general break-down is certain. The wise keep the World's Family Medicine always at hand, and this is universally acknowledged to be

**BEECHAM'S PILLS**  
 A dose taken when ailments arise will quickly remove the cause of the trouble, and good health will be restored. They cleanse the system, tone up and regulate the digestive organs, and stimulate the liver and kidneys to healthy action. Always keep Beecham's Pills in the house, and as occasion requires take a dose and you will enjoy perennial good health.

AS SUPPLIED TO THE HOUSE OF LORDS, AND HOUSE OF COMMONS.

## THORNE'S OLD VAT



## SCOTCH WHISKY.

HONG KONG, CHINA & MANILLA. A. S. WATSON & CO. LTD.

**SANTAL MIDY**  
 These tiny Capsules—superior to Copal, Cubeb, and Injections—cure the same diseases as these drugs in forty-eight hours without inconvenience. Each Capsule bears the name MIDY.

## GRIMAULT'S SYRUP

OF HYPO-PHOSPHITE OF LIME.  
 Prescribed in France for the last 30 years. It retains its reputation for Consumption, Croup, Coughs, Colic, Diarrhoea, and the Chest, Lungs, and Bronchial Tubes.

## NOTICES TO CONSIGNEES

NORDEUTSCHER LLOYD BREMEN. IMPERIAL GERMAN MAIL LINE.

## THE Steamship

"YORCK" having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasures and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 22nd June, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd June, at 9.30 a.m. All Claims must reach us before the 26th June, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

This Steamer brings Cargo. Ex. S.S. "THEHARIA" from Smyrna. Transhipped at Naples.

NORDEUTSCHER LLOYD, MELCHERS & Co., General Agents. Hongkong, 15th June, 1909. [5]

## HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alicia, despatch-boat, 700 tons, 4 guns, 3,000 h.p., Com. C. T. Fuller, Weihaiwei. Astraea, 2nd class cruiser, 4,350 tons, 10 guns, 7,000 h.p., Captain F. E. C. Ryan, Weihaiwei.

Bedford, 1st class cruiser, Capt. E. S. Fitzherbert, B.N., Weihaiwei.

Bramble, gunboat 710 tons, 900 i.h.p. Lieut. Comdr. Hon. R. O. B. Bridgeman, Hongkong.

Britomart, gunboat, 710 tons, 900 h.p. Lieut. Comdr. F. B. Noble, Weihaiwei.

Cadmus, British sloop, 1,070 tons, Comdr. H. L. P. Heard, Shanghai.

Cherub, water tank and tug, 390 tons, 300 i.h.p. Master S. West, Hongkong.

Chio, British sloop, 1,070 tons, Comdr. C. T. Barrett, Weihaiwei.

Fame, torpedo-boat destroyer, 310 tons, 6 guns, 5,700 h.p. Lieut. Comdr. Thomas, Weihaiwei.

Flora, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 h.p., Capt. Roland Nugent, cruising in Pacific.

Handy, torpedo-boat destroyer 275 tons, 6 guns, 4,000 h.p., Lieut. Comdr. Heathcote, Hongkong.

Hart, torpedo-boat destroyer, 275 tons 6 guns, 4,000 h.p., Lieut. Comdr. Monro, Weihaiwei.

Janus, torpedo-boat destroyer, 280 tons, 6 guns, 3,900 h.p., Lt. Comdr. Heathcote, Hongkong.

Kent, 1st class cruiser, 9,800 tons, 14 guns, 22,000 i.h.p., Capt. G. C. A. Marescaux, Weihaiwei.

King Alfred, 1st class cruiser, Flag ship of Vice-Admiral the Hon. Sir Hedworth Lamont, Commander-in-Chief, 14,100 tons, 18 guns, 30,000 i.h.p. Capt. L. Clinton-Baker, Weihaiwei.

Kinsha, river gunboat, 616 tons, Lieut. Comdr. T. J. S. Lyne, Yangtze.

Merlin, surveying ship, 1,070 tons, 6 guns, 1,400 h.p., Comdr. F. H. Walter, Borneo.

Monmouth, cruiser, 9,800 tons, Capt. G. W. Smith, Weihaiwei.

Moorhen, river gunboat, 180 tons, 2 guns, Lieut. Comdr. C. C. Walcott, West River.

Nightingale, river gunboat, 85 tons, 240 h.p. Lieut. Comdr. R. S. Roy, B.N., Yangtze.

Otter, torpedo-boat destroyer, 385 tons, 6 guns, 6,300 i.h.p., Lt. Comdr. B. J. D. Guy, V.C., Weihaiwei.

Robin, river gunboat, 85 tons, 2 guns, 240 h.p. Lieut. Comdr. J. White, West River.

Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. H. R. Tisdell, West River.

Tamar, receiving ship, 4,600 tons, 6 guns, Commodore Lyon, Hongkong.

Teal, river gunboat, 190 tons, 2 guns, Lieut. Comdr. H. R. Gifford, Yangtze.

Thistle, gunboat, 710 tons, 900 h.p., Lieut. Comdr. H. T. Atlay, Yangtze.

Vinegar, torpedo-boat destroyer, 395 tons, 6 guns, 6,300 i.h.p., Commander. Stevenson, Weihaiwei.

Waterwitch, surveying ship, 620 tons, 450 i.h.p. Lieut. Comdr. H. P. Douglas, Port Swettenham.

Whiting, torpedo-boat destroyer, 360 tons, 5 guns, 5,900 h.p., Lieut. Comdr. C. A. Fremantle, Weihaiwei.

Wildgoose, gunboat 195 tons, 2 guns, 800 h.p. Lt. Comdr. John F. Knox, Yangtze.

Woodcock, gunboat, 150 tons, 2 guns, 550 h.p. Lieut. Comdr. H. R. V. Cottrell, Dornier Yangtze.

Woodlark, gunboat, 150 tons, 2 guns, 550 h.p. Lieut. Comdr. G. E. Livingstone, Yangtze.

ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS. July to December, 1908. With INDEX. Price £7.50. On sale at the "HONGKONG DAILY PRESS" Office. Hongkong, 21st January, 1909.



## SHIPPING.

## ARRIVALS.

ARMAND BEHIC, French str., 6,640, B. Lafont, 21st June—Messageries Maritimes.  
 ARABIAN, British str., 2,951, A. Stewart, 21st June—Mojoi 16th June, Coal and General—David Sassoon & Co.  
 BENMORE, British str., 1,935, J. Henderson, 20th June—Mojoi 14th June, Coal—Gibb, Livingston & Co.  
 BENYORICH, British str., 2,164, D. T. Calley, 21st June—Singapore 15th June, General—Gibb, Livingston & Co.  
 CHONGSHING, British str., 1,265, V. McLiddel, 21st June—Tientsin 15th June, General—Jardine, Matheson & Co.  
 DRUMAH, Norwegian str., 1,102, J. Bing, 21st June—Swatow 20th June—Hamburg—Amerika Linie.  
 EMPIRE, British str., 2,843, Helms, 20th June—Kobe—15th June, General—Gibb, Livingston & Co.  
 FRITHJOF, Norwegian str., 892, O. Andersen, 20th June—Wuhu 15th June, Rice—Angard Thoresen & Co.  
 FURUKA, Japanese str., 4,178, K. Nakagawa, 21st June—Mojoi 23rd June, Coal—Mitsui Bussan Kaisha.  
 INVERAR, British str., 2,863, St. Geo. Glasgow, 20th June—Continent 9th May, General—Order.  
 KOREA, American str., 5,651, S. Sandberg, 21st June—San Francisco via Ports 21st May, Mail and General—P. M. S. S. Co.  
 KWANLOE, Chinese str., 1,055, Froberg, 21st June—Shanghai 17th June, General—C. M. S. N. Co.  
 MATTHEW, German str., 891, A. P. Ulderup, 21st June—Hobart 21st June, General—Jensen & Co.  
 PATHAN, British str., 3,155, E. A. Chaplin, 20th June—Keelung 18th June, General—Dodwell & Co.  
 SADO MARU, Japanese str., 6,226, G. C. Hurry, 21st June—Shanghai 18th June, General—Nippon Yusen Kaisha.  
 SUMOW, German str., 1,887, E. Anders, 20th June—Borneo 15th June, Timber—Hamburg Amerika Linie.  
 SYDNEY, French str., 2,498, Robufat, 20th June—Shanghai 18th June, General—Messageries Maritimes.  
 YINGCHOW, British str., 1,216, W. Frazer, 19th June—Shanghai 16th June, General—Butterfield & Swire.

## CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.  
 21st June.  
 Childer, Norwegian str., for Bangkok.  
 Chongshing, British str., for Shanghai.  
 Inverar, British str., for Batavia.  
 Kwanglo, Chinese str., for Canton.  
 Lambert Schiff, German str., for Bangkok.  
 Mathilde, Ger. str., for Swatow.  
 Sydney, French str., for Europe, &c.

## DEPARTURES.

21st June.  
 ARMAND BEHIC, French str., Shanghai.  
 C. JENSEN, German str., for Canton.  
 DARDANUS, British str., for Singapore.

## SHIPPING REPORTS.

The Chinese str. Kwanglo reports: Strong Southern winds with head sea all the way, a little fog near Bros. Island.  
 The British str. Inverar reports: Experienced fine weather as far as A. den, afterwards strong monsoon to Malacca Straits, thence fine weather to here, and the weather has been very hot throughout.

## VESSELS IN DOCK.

June 21st.  
 ARMAND BEHIC—Honan, Lohu, Glenagie, Argus, J. Diederichsen, Germania.  
 COSMOPOLITAN DOCK—Nemautia.  
 TAIKOO DOCK—Maple Leaf, Anhui, Kwei-yang.

## VESSELS ON THE BERTH

REGULAR STEAMSHIP SERVICE  
 (WITH LIBERTY TO CALL AT MALABAR COAST).  
 PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.  
 S.S. "PATHAN" ... On 22nd June.  
 For Freight and further information, apply to DODWELL & Co., Ltd., Agents.  
 Hongkong, 28th May, 1909. [699]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.  
 (Calling at Timor, Port Darwin and Queens-land Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship  
 "EMPIRE,"  
 Captain Helms, will be despatched as above TO-MORROW, 23rd inst., at Noon.  
 This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.  
 This Steamer is installed throughout with the Electric Light.  
 A Stewardess and a duly qualified Surgeon are carried.  
 N.B.—To assure the additional comfort of passengers the Steamer of the Company have electric fans fitted in staterooms.  
 For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.  
 Hongkong, 4th June, 1909. [820]

HONGKONG-BOSTON-NEW YORK.

## AMERICAN ASIATIC STEAMSHIP CO.

FOR BOSTON AND NEW YORK VIA PORTS AND SUEZ CANAL.  
 (With Liberty to call at the Malabar Coast).  
 S.S. "ST. PATRICK" About 13th July.  
 For Freight and further information apply to—SHEWAN TOMES & Co., General Agents.  
 Hongkong, 3rd June, 1909. [855]

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

| DESTINATION                                     | VESSEL'S NAMES   | FLAG & REG. | BERTH | CAPTAIN                       | FOR FREIGHT APPLY TO          | TO BE DESPATCHED          |
|---|------------------|-------------|-------|-------------------------------|-------------------------------|---------------------------|
| LONDON &c. via TADAL PORTS OF CALL...           | DEVANHA          | Brit. str.  | —     | W. Hayward, R.N.R.            | P. & O. S. N. Co.             | On 26th inst., at Noon.   |
| LONDON & ANTWERP VIA SINGAPORE, &c.             | NAMUR            | Brit. str.  | —     | H. W. Kerriok, R.N.R.         | P. & O. S. N. Co.             | About 30th inst.          |
| ROTTERDAM & HAMBURG VIA STRAITS, &c.            | ISTHIA           | Ger. str.   | k. w. | Brehmer                       | HAMBURG-AMERIKA LINIE         | On 20th July.             |
| ANTWERP, ROTTERDAM & HAMBURG, &c.               | SITHONIA         | Ger. str.   | k. w. | Jäger                         | HAMBURG-AMERIKA LINIE         | On 1st July.              |
| HAVRE & HAMBURG VIA STRAITS, &c.                | BRASILIA         | Ger. str.   | k. w. | v. Dohren                     | HAMBURG-AMERIKA LINIE         | On 22nd July.             |
| HAVRE, COPENHAGEN & ST. PETERSBURG              | SIAM             | Swed. str.  | —     | Relatist                      | MELCHERS & Co.                | Middle of July.           |
| HAVRE, BREMEN & HAMBURG, &c.                    | SCANDIA          | Ger. str.   | k. w. | Wm. Fraser                    | HAMBURG-AMERIKA LINIE         | On 2nd July.              |
| MARSEILLES, &c. via PORTS OF CALL...            | SYDNEY           | Fr. str.    | —     | H. Kirchner                   | MELCHERS & Co.                | To-day, at 1 p.m.         |
| MARSEILLES, HAVRE & COPENHAGEN, &c.             | NIPPON           | Swed. str.  | —     | Nitsche                       | MELCHERS & Co.                | To-morrow.                |
| MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c. | SADO MARU        | Jap. str.   | —     | C. C. Hurry                   | NIPPON YUSEN KAISHA           | To-morrow, at Daylight    |
| MARSEILLES, HAVRE & HAMBURG, &c.                | SIYU             | Jap. str.   | k. w. | A. Christensen                | NIPPON YUSEN KAISHA           | On 25th inst.             |
| GENOA, MARSEILLES, LONDON, & ANTWERP, &c.       | BINGO MARU       | Jap. str.   | —     | Wm. Fraser                    | NIPPON YUSEN KAISHA           | On 7th July, at Daylight. |
| CALLAO, IQUIQUE, &c. via JAPAN PORTS, &c.       | HIDANO MARU      | Jap. str.   | —     | H. Kirchner                   | NIPPON YUSEN KAISHA           | About 30th inst.          |
| NAPLES, GENOA, ALGIERA, GIBRALTAR, &c.          | MANSUET MARU     | Jap. str.   | —     | N. Mathieson                  | NIPPON YUSEN KAISHA           | On 1st July, at Noon.     |
| TRIESTE, &c. via SINGAPORE, &c.                 | P. E. LUTTFOLD   | Ger. str.   | —     | Gibb, Livingston & Co.        | MELCHERS & Co.                | On 30th inst., at 10 a.m. |
| NEW YORK  | E. F. FERDINAND  | Aus. str.   | —     | Sander, Wierler & Co.         | SANDER, WIERLER & Co.         | On 26th inst., p.m.       |
| BOSTON & NEW YORK VIA PORTS & SUEZ CANAL        | PATHAN           | Brit. str.  | —     | Dodwell & Co., Ltd.           | DODWELL & Co., Ltd.           | To-day.                   |
| VANCOUVER VIA SHANGHAI JAPAN, &c.               | ST. PATRICK      | Brit. str.  | 2 m.  | Dodwell & Co., Ltd.           | DODWELL & Co., Ltd.           | About 13th July.          |
| VANCOUVER VIA SHANGHAI JAPAN, &c.               | EMPEROR OF CHINA | Brit. str.  | 1 m.  | Canadian Pacific E. Co.       | CANADIAN PACIFIC E. Co.       | On 3rd July, at 6 p.m.    |
| TACOMA VIA KEELUNG, SHANGHAI JAPAN, &c.         | MONTAGUE         | Brit. str.  | —     | Canadian Pacific E. Co.       | CANADIAN PACIFIC E. Co.       | On 14th July, at Noon.    |
| VICTORIA, B.C. & TACOMA VIA JAPAN               | OSAKA MARU       | Jap. str.   | —     | D. Wierler & Co., Ltd.        | DODWELL & Co., Ltd.           | On 1st July.              |
| VICTORIA, B.C. & SEATTLE VIA KEELUNG, &c.       | SHIRANO MARU     | Jap. str.   | —     | Nippon Yusen Kaisha           | NIPPON YUSEN KAISHA           | To-day, at 4 p.m.         |
| AUSTRALIAN PORTS VIA MANILA                     | TANGO MARU       | Jap. str.   | —     | Nippon Yusen Kaisha           | NIPPON YUSEN KAISHA           | On 8th July, at 4 p.m.    |
| AUSTRALIAN PORTS VIA TIMOR, PORT DARWIN, &c.    | PRINZ SIGISMUND  | Ger. str.   | —     | Melchers & Co.                | MELCHERS & Co.                | On 18th July, at 10 a.m.  |
| AUSTRALIAN PORTS VIA MANILA                     | KUMANO MARU      | Jap. str.   | —     | Gibb, Livingston & Co.        | GIBB, LIVINGSTON & Co.        | On 9th July, at Noon.     |
| AUSTRALIAN PORTS VIA MANILA                     | TAITAN           | Brit. str.  | 1 m.  | Nippon Yusen Kaisha           | NIPPON YUSEN KAISHA           | On 19th July, at 4 p.m.   |
| YOKOHAMA AND KOBE                               | YAWATA MARU      | Jap. str.   | —     | Nippon Yusen Kaisha           | NIPPON YUSEN KAISHA           | On 6th Aug., at Noon.     |
| KOBE & YOKOHAMA                                 | PRINZ SIGISMUND  | Ger. str.   | —     | Melchers & Co.                | MELCHERS & Co.                | About 26th inst.          |
| NAGASAKI, KOBE & YOKOHAMA                       | AWA MARU         | Jap. str.   | —     | Nippon Yusen Kaisha           | NIPPON YUSEN KAISHA           | On 25th inst., at 5 p.m.  |
| NAGASAKI, MOJI, KOBE & YOKOHAMA                 | YAWATA MARU      | Jap. str.   | —     | Nippon Yusen Kaisha           | NIPPON YUSEN KAISHA           | On 7th July, at Noon.     |
| WEIHAIWEI, CHEFOO & TIENTSIN                    | ATSUMI MARU      | Jap. str.   | —     | Nippon Yusen Kaisha           | NIPPON YUSEN KAISHA           | On 30th July, at 5 p.m.   |
| MOJI & KOBE                                     | FAIRBANK         | Brit. str.  | 1 m.  | Butterfield & Swire           | BUTTERFIELD & SWIRE           | On 25th inst., at 4 p.m.  |
| TIENTSIN VIA WEIHAIWEI & CHEFOO                 | TUJINI           | Dut. str.   | —     | Jardine, Matheson & Co., Ltd. | JARDINE, MATHESON & Co., Ltd. | On 24th inst., at 4 p.m.  |
| SHANGHAI, YOKOHAMA & KOBE                       | CHONGSHING       | Brit. str.  | —     | Melchers & Co.                | MELCHERS & Co.                | To-morrow, at Noon.       |
| SHANGHAI  | SIAM             | Dan. str.   | —     | Jardine, Matheson & Co., Ltd. | JARDINE, MATHESON & Co., Ltd. | To-day, at Noon.          |
| SHANGHAI  | TUNGSHING        | Brit. str.  | —     | Hamburg Amerika Linie         | HAMBURG-AMERIKA LINIE         | To-day, at Noon.          |
| SHANGHAI  | CHOYANG          | Brit. str.  | —     | P. & O. S. N. Co.             | P. & O. S. N. Co.             | On 24th inst., at 6 p.m.  |
| SHANGHAI, YOKOHAMA & KOBE                       | SENGA            | Ger. str.   | k. w. | Butterfield & Swire           | BUTTERFIELD & SWIRE           | On 27th inst., at 4 p.m.  |
| SHANGHAI  | ASSAYE           | Brit. str.  | 1 m.  | Melchers & Co.                | MELCHERS & Co.                | On 1st July, at 4 p.m.    |
| SHANGHAI  | YINGCHOW         | Brit. str.  | 1 m.  | Hamburg Amerika Linie         | HAMBURG-AMERIKA LINIE         | About 1st July.           |
| SHANGHAI  | CHENAN           | Brit. str.  | 1 m.  | P. & O. S. N. Co.             | P. & O. S. N. Co.             | On 2nd July.              |
| SHANGHAI, NAGASAKI, KOBE & YOKOHAMA             | CHENAN           | Brit. str.  | 1 m.  | Butterfield & Swire           | BUTTERFIELD & SWIRE           | About 2nd July.           |
| SHANGHAI, YOKOHAMA & KOBE                       | KINSHI           | Ger. str.   | 1 m.  | Nippon Yusen Kaisha           | NIPPON YUSEN KAISHA           | On 3rd July, at Noon.     |
| SHANGHAI, MOJI, KOBE & YOKOHAMA                 | SLAVONIA         | Ger. str.   | k. w. | Nippon Yusen Kaisha           | NIPPON YUSEN KAISHA           | On 4th July, at Noon.     |
| SHANGHAI, YOKOHAMA, KOBE & MOJI                 | SARDINIA         | Brit. str.  | —     | Nippon Yusen Kaisha           | NIPPON YUSEN KAISHA           | On 5th July, p.m.         |
| SHANGHAI, KOBE & YOKOHAMA                       | LINANG           | Brit. str.  | 1 m.  | Nippon Yusen Kaisha           | NIPPON YUSEN KAISHA           | On 6th July, at Noon.     |
| SHANGHAI  | TOTOMI MARU      | Jap. str.   | —     | Nippon Yusen Kaisha           | NIPPON YUSEN KAISHA           | On 7th July, at Noon.     |
| SHANGHAI, KOBE & YOKOHAMA                       | CALEDONIAN       | Brit. str.  | —     | Nippon Yusen Kaisha           | NIPPON YUSEN KAISHA           | On 8th July, at Noon.     |
| SHANGHAI  | TIPANAS          | Dut. str.   | 2 h   | Nippon Yusen Kaisha           | NIPPON YUSEN KAISHA           | On 9th July, at Noon.     |
| SWATOW, AMOY & POOCHOW                          | HAICHING         | Brit. str.  | 2 h   | Nippon Yusen Kaisha           | NIPPON YUSEN KAISHA           | On 10th July, at Noon.    |
| SWATOW, AMOY & ANPING                           | SOHU MARU        | Jap. str.   | 2 h   | Nippon Yusen Kaisha           | NIPPON YUSEN KAISHA           | On 11th July, at Noon.    |
| SWATOW, AMOY & POOCHOW                          | HAICHING         | Brit. str.  | 2 h   | Nippon Yusen Kaisha           | NIPPON YUSEN KAISHA           | On 12th July, at Noon.    |
| SWATOW, AMOY & TAMSUI                           | HAICHING         | Brit. str.  | 2 h   | Nippon Yusen Kaisha           | NIPPON YUSEN KAISHA           | On 13th July, at Noon.    |
| SWATOW, AMOY, POOCHOW & SHANGHAI                | DAIWIN MARU      | Jap. str.   | —     | Nippon Yusen Kaisha           | NIPPON YUSEN KAISHA           | On 14th July, at Noon.    |
| MANILA  | LIAN             | Brit. str.  | 1 m.  | Nippon Yusen Kaisha           | NIPPON YUSEN KAISHA           | On 15th July, at Noon.    |
| MANILA  | LONGSANG         | Brit. str.  | —     | Nippon Yusen Kaisha           | NIPPON YUSEN KAISHA           | On 16th July, at Noon.    |
| MANILA  | RUBI             | Brit. str.  | —     | Nippon Yusen Kaisha           | NIPPON YUSEN KAISHA           | On 17th July, at Noon.    |
| MANILA  | TAMING           | Brit. str.  | 1 m.  | Nippon Yusen Kaisha           | NIPPON YUSEN KAISHA           | On 18th July, at Noon.    |
| MANILA  | YUNNANG          | Brit. str.  | —     | Nippon Yusen Kaisha           | NIPPON YUSEN KAISHA           | On 19th July, at Noon.    |
| MANILA  | ZALPO            | Brit. str.  | —     | Nippon Yusen Kaisha           | NIPPON YUSEN KAISHA           | On 20th July, at Noon.    |
| KUDAT & SANDAKAN                                | BORNO            | Ger. str.   | —     | Nippon Yusen Kaisha           | NIPPON YUSEN KAISHA           | On 21st July, at Noon.    |
| KUDAT & SANDAKAN                                | TAKASAKI MARU    | Jap. str.   | —     | Nippon Yusen Kaisha           | NIPPON YUSEN KAISHA           | On 22nd July, at Noon.    |
| SINGAPORE, PENANG & CALCUTTA                    | KYUANG           | Jap. str.   | —     | Nippon Yusen Kaisha           | NIPPON YUSEN KAISHA           | On 23rd July, at Noon.    |
| SINGAPORE, PENANG & CALCUTTA                    | FOOKANG          | Brit. str.  | —     | Nippon Yusen Kaisha           | NIPPON YUSEN KAISHA           | On 24th July, at Noon.    |
| SAMARANG & SOERABAYA                            | SHANTUNG         | Brit. str.  | —     | Nippon Yusen Kaisha           | NIPPON YUSEN KAISHA           | On 25th July, at Noon.    |
| BATAVIA, CHEBLON, SAMARANG, &c.                 | THILATJAP        | Dut. str.   | —     | Nippon Yusen Kaisha           | NIPPON YUSEN KAISHA           | On 26th July, at Noon.    |

## NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

| FOR   | STREAMERS               | TO SAIL                       |
|---|-------------------------|-------------------------------|
| YOKOHAMA & KOBE ...   | "PRINZ SIGISMUND"       | About Saturday 26th June.     |
| NAPLES, GENOA, ALGIERA, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG ... | "PRINZ REGENT LUITPOLD" | Wed. day, 30th June, at Noon. |
| SHANGHAI, NAGASAKI, KOBE & YOKOHAMA ...                               | "KLEIST"                | About Thursday, 1st July.     |
| KUDAT & SANDAKAN ...  | "BORNEO"                | (Beginning of July).          |
| MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE ...            | "PRINZ SIGISMUND"       | Friday, 16th July, at 10 a.m. |

NORDDEUTSCHER LLOYD, MELCHERS & Co., GENERAL AGENTS HONGKONG & CHINA.  
 Hongkong, 21st June, 1909.

## THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

## PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., SEATTLE &amp; TACOMA VIA MOJI, KOBE AND YOKOHAMA.

| Steamer.      | Tons. | Captain.    | Sailing Date.      |
|---------------|-------|-------------|--------------------|
| OCEANO ...    | 4,657 | F. W. Davis | On 1st July.       |
| * KUMERIC ... | 6,232 | J. Mathes   | On 29th July.      |
| * AMERIC ...  | 4,563 | J. Boyd     | On 26th August.    |
| * SUVERIC ... | 6,232 | S. Shotton  | On 23rd September. |

\* These Steamers are specially fitted for the carriage of Asiatic Stevedore Passengers.

## PARCEL EXPRESS TO THE UNITED STATES &amp; CANADA.

For further information apply to  
 DODWELL & CO., LIMITED, GENERAL AGENTS.  
 Hongkong, 18th June, 1909.

## MESSAGERIES MARITIMES FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.  
 FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

| FOR                           | STREAMERS    | TO SAIL              |
|-------------------------------|--------------|----------------------|
| MARSEILLES VIA PORTS ...      | "SYDNEY"     | On 22nd June, 1 p.m. |
| SHANGHAI, KOBE & YOKOHAMA ... | "CALEDONIAN" | On 5th July, p.m.    |
| MARSEILLES VIA PORTS ...      | "TOURANE"    | On 6th July, 1 p.m.  |

Transhipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles. For Further Particulars, apply to—  
 P. DE CHAMPORIN, AGENT, Queen's Building.  
 Hongkong, 18th June, 1909.

## CANADIAN PACIFIC RAILWAY CO'S ROYAL MAIL STEAMSHIP LINE. "EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

| From Hongkong.                      | From Quebec.                          |
|-------------------------------------|---------------------------------------|
| "EMPRESS OF CHINA" SAT., 3rd July.  | "EMPRESS OF IRELAND" FRI., 30th July. |
| "MONTEAGLE" WED., 14th July.        | "ALLAN LINER" FRIDAY, 20th Aug.       |
| "EMPRESS OF INDIA" SAT., 24th July. | "EMPRESS OF BRITAIN" FRI., 10th Sept. |
| "EMPRESS OF JAPAN" SAT., 14th Aug.  | "ALLAN LINER" FRIDAY, 1st Oct.        |
| "EMPRESS OF CHINA" SAT., 4th Sept.  |                                       |

The Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Company's NEW PALATIAL "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class ... via Canadian Atlantic Ports or New York ... £71.10  
 Intermediate on Steamers ... £43 ...  
 1st Class Railway ... £45.  
 First Class route to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.  
 R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.  
 SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments.  
 For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya, opposite Blake Pier.

## VESSELS ON THE BERTH

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

## THE Steamship

## "DEVANHA."

Captain W. Hayward, R.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, the 26th June, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "CHINA," 8000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.  
 Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed via Bombay by the R.M.S. "Himalaya" due in London on the 8th August, 1909.  
 Passes will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.  
 For further particulars, apply to E. A. HEWETT, Superintendent.  
 Hongkong, 13th June, 1909.



## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR TRIESTE (Direct), Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ and PORT SAID. (Taking On at through rates to the BRITISH RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).  
 THE Company's Steamship  
 "E. FRANZ FERDINAND"  
 Captain E. Nitsche, will be despatched as above on SATURDAY, 26th inst., p.m.  
 This Steamer has splendid accommodation for passengers, electric light and carries a doctor and stewardess.  
 For information as to Passage and Freight, apply to SANDER, WIERLER & Co., Agents.  
 Hongkong, 18th June, 1909.

## NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDIA-CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.  
 For Freight and further particulars, apply to DODWELL & CO., LIMITED, General Agents for China and Japan.  
 Hongkong, 4th August, 1898.

## MITSU BISHI GOSHI KWAISHA (MITSU BISHI CO.) COAL DEPARTMENT

SOLE PROPRIETORS OF TAKASIMA, OCHI, MUTABE, HOJO, NAMAZUTA, SATO, SHINNEW and KAMITAMADA, Collieries.  
 SOLE AGENTS for KISHIDAKE, MIYAO and KIGYO KOMATSU Coals.  
 HEAD OFFICE—MARUNOUCHI, TOKYO.  
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 Cable addresses for above, "IYASAKI" Codes, AI, ABC 5th Ed., Western Union.  
 AGENTS—  
 YOKOHAMA: M. ASADA, Esq.  
 CHINKIANG: Messrs. GEARING & Co.  
 MANILA: Messrs. MACDONALD & Co.  
 For Particulars apply to H. OISHI, Manager, No. 2, Pedder Street, Hongkong.  
 Hongkong, 9th January, 1909. [65]

## CHILDREN OF FAR CATHAY

A SOCIAL AND POLITICAL NOVEL OF ABSORBING INTEREST.  
 By CHAS. J. HALCOMBE  
 (Formerly of the Imperial Chinese Customs Service, Author of "The Mystic Flowery Land," etc.).

THE VOLUME which consists of 461 Pages, and includes a Sketch Plan of historical interest showing the disposition of the Forces at the battle of Kweilin, is dedicated to Sir ROBERT HART, G.C.M.G. and Dr. A. RENNIE.  
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# PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

| FOR  | STEAMERS | TO SAIL           | REMARKS                    |
|--|----------|-------------------|----------------------------|
| SHANGHAI   | ASSAYE   | 6 P.M., 24th June | Freight and Passage.       |
| LONDON via Usual Ports                                 | DEVANHA  | Noon, 26th June   | See Special Advertisement. |
| LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO Port | NAMUR    | About 30th June   | Freight and Passage.       |
| SHANGHAI, MOJI, KOBE and YOKOHAMA                      | SARDINIA | About 2nd July    | Freight and Passage.       |

For further Particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 22nd June, 1909.

# CHINA NAVIGATION CO., LD.

| FOR   | STEAMERS   | TO SAIL               |
|---|------------|-----------------------|
| MANILA  | "TEAN"     | On 22nd June, 3 P.M.  |
| SHANGHAI  | "YINGHONG" | On 24th June, 4 P.M.  |
| WEIHAIWEI, CHEFOO and TIENTSIN  | "HUICHOW"  | On 25th June, 4 P.M.  |
| SHANGHAI  | "CHENAN"   | On 27th June, D'light |
| MANILA  | "YANKING"  | On 29th June, 3 P.M.  |
| SAMARANG and SOERABAYA  | "SHANTUNG" | On 29th June, 4 P.M.  |
| SHANGHAI  | "SHINHUA"  | On 1st July, 4 P.M.   |
| SHANGHAI  | "LINAN"    | On 4th July, D'light  |
| MANILA, ZAMBOANGA, THURSDAY ISLAND, COOK-TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH | "TAIYUAN"  | On 19th July, 4 P.M.  |

DIRECT SAILINGS TO WEST RIVER. Twice Weekly.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

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N.B.—These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE, INCLUDING WINES, \$45 SINGLE and \$80 RETURN.

TELEPHONE 35.  
For Freight or Passage apply to—  
HONGKONG, 22nd June, 1909

BUTTERFIELD & SWIRE,  
AGENTS.

11

# DOUGLAS STEAMSHIP CO., LIMITED.

## HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST, HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

| STEAMERS   | FOR                     | LEAVING                         |
|------------|-------------------------|---------------------------------|
| "HAICHING" | SWATOW, AMOY & POOCHOW. | TUESDAY, 22nd June, at 2 P.M.   |
| "HAIMUN"   | SWATOW.                 | WEDNESDAY, 23rd June, at 2 P.M. |
| "HAITAN"   | SWATOW, AMOY & POOCHOW. | FRIDAY, 25th June, at 2 P.M.    |

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—  
DOUGLAS, LAPRAIK & Co.,  
GENERAL MANAGERS.

Hongkong, 22nd June, 1909.

10

# INDO-CHINA S. NAV. CO., LD.

| FOR                             | STEAMERS      | TO SAIL                      |
|---------------------------------|---------------|------------------------------|
| SHANGHAI                        | "CHOYSANG"    | Tuesday, 22nd June, Noon.    |
| SHANGHAI                        | "TUNGSHING"   | Wednesday, 23rd June, Noon.  |
| SINGAPORE, PENANG & CALCUTTA    | "KUTSANG"     | Wednesday, 23rd June, 4 P.M. |
| TIENTSIN via WEIHAIWEI & CHEFOO | "CHEONGSHING" | Thursday, 24th June, 4 P.M.  |
| MOJI & KOBE                     | "FAUSANG"     | Thursday, 24th June, 4 P.M.  |
| MANILA                          | "LOONGSANG"   | Friday, 25th June, 4 P.M.    |
| MANILA                          | "YUNANG"      | Friday, 2nd July, 4 P.M.     |
| SHANGHAI, YOKOHAMA, KOBE & MOJI | "NAMSANG"     | Saturday, 3rd July, Noon.    |
| SINGAPORE, PENANG & CALCUTTA    | "POOKSANG"    | Tuesday, 6th July, 3 P.M.    |

## RETURN TOURS TO JAPAN.

The Steamers "KUTSANG," "NAMSANG" and "POOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 6 days in Japan. If passengers leave the steamer at Yokohama and rejoin at Kobe, these vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

\* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

\* Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang

Telephone No. 61.

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HONGKONG, 22nd June, 1909.

JARDINE, MATHESON & Co., LTD.,  
GENERAL MANAGERS.

16

# HONGKONG-MANILA.

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# CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

| STEAMSHIP | TONS. | CAPTAIN      | FOR    | SAILING DATE.       |
|-----------|-------|--------------|--------|---------------------|
| RUBI      | 2540  | R. W. Almond | Manila | On 25th June, Noon. |
| ZAFIRO    | 2540  | R. Rodger    | Manila | On 3rd July, Noon.  |

For Freight or Passage apply to

SHEWAN, TOMES & Co.,  
GENERAL MANAGERS.

Hongkong, 14th June, 1909.

14

# NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

| DESTINATIONS.   | STEAMERS.                          | TONS. | SAILING DATE.                     |
|---|------------------------------------|-------|-----------------------------------|
| MARSEILLES, LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, and PORT SAID                  | SADO MARU<br>Capt. G. C. Murray    | 6500  | WEDNESDAY, 24th June, at Daylight |
| VIETNAM, B.C. and YOKOHAMA via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA | BINGO MARU<br>Capt. A. Christensen | 6500  | WEDNESDAY, 24th June, at Daylight |
| SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE                     | SHINANO MARU<br>Capt. K. Kawara    | 6500  | TUESDAY, 22nd June, at 4 P.M.     |
| KOBE and YOKOHAMA   | TANGO MARU<br>Capt. S. Ishikawa    | 800   | WEDNESDAY, 24th June, at 4 P.M.   |
| BOMBAY via SINGAPORE and COLOMBO  | KUMANO MARU<br>Capt. N. Matheson   | 400   | FRIDAY, 9th July, at Noon         |
| NAGASAKI, KOBE and YOKOHAMA   | YAWATA MARU<br>Capt. T. Sekine     | 5000  | FRIDAY, 25th June, at 5 P.M.      |
| NAGASAKI, MOJI, KOBE and YOKOHAMA   | TAKASAKI MARU<br>Capt. A. Moser    | 5000  | TUESDAY, 29th June, at Noon       |
| SHANGHAI and KOBE   | YAWATA MARU<br>Capt. T. Sekine     | 5000  | WEDNESDAY, 24th June, at 4 P.M.   |
|   | ATSUTA MARU<br>Capt. Wm. Thompson  | 9000  | FRIDAY, 30th July, at 5 P.M.      |
|   | TOTOMI MARU<br>Capt. R. Smith      | 4000  | SUNDAY, 4th July, at Noon         |

\* Omitting Shanghai.

\* Fitted with New System of Wireless Telegraphy.

† Cargo only.

## EXTRA PASSENGER SERVICE NEW STEAMERS— EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP via SINGAPORE, COLOMBO, SUEZ and PORT SAID.

THE Co.'s NEWLY BUILT 9000 TON PASSENGER STEAMERS WILL BE DESPATCHED FROM HONGKONG AS FOLLOWS:

HIRANO MARU - (Capt. H. FRASER) - About Wed. 30th June

KAMO MARU - (Capt. F. L. SOMMER) - About Wed. 28th July.

MISHIMA MARU - (Capt. A. E. MOSES) - About Wed. 25th August.

ATSUTA MARU - (Capt. Wm. THOMPSON) - About Wed. 22nd Sept.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND THE WORLD.

## CHEAPEST ROUND TRIPS BETWEEN HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 31st August, 1909.

SPECIAL EXCURSION (1st &amp; 2nd CLASS) AVAILABLE FOR 4 MONTHS.

|           | Yokohama Return. | Kobe Return. | Moji Return. | Nagasaki Return. |
|-----------|------------------|--------------|--------------|------------------|
| 1st CLASS | \$120            | \$110        | \$100        | \$90             |
| 2nd CLASS | \$80             | \$70         | \$60         | \$50             |

Option of rail between Calling Ports in Japan.

For further particulars apply to

T. KUSUMOTO,  
MANAGER.

[15-93]

Hongkong, 8th June, 1909.

# HAMBURG-AMERIKA LINIE HAMBURG.

## EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

## NEXT SAILINGS FROM HONGKONG:

| OUTWARD.  | HOMeward.   |
|---|---|
| FOR SHANGHAI, YOKOHAMA & KOBE:<br>S.S. SEAVONIA ... 22nd June<br>S.S. SLAVONIA ... 2nd July<br>S.S. C. F. L. LAHSE ... 10th July<br>S.S. ANDALUSIA ... 18th July<br>S.S. SAKONIA ... 25th July<br>S.S. DOBEMUND ... 10th Aug.<br>S.S. SPEZIA ... 18th Aug.<br>S.S. JILYRIA ... 28th Aug.<br>S.S. AMBRIA ... 31st Aug. | FOR MARSEILLES, HAVRE & HAMBURG:<br>S.S. SILVIA ... 25th June<br>FOR ANTWERP, ROTTERDAM & HAMBURG:<br>S.S. SITHONIA ... 1st July<br>FOR HAVRE, BREMEN & HAMBURG:<br>S.S. SCANDIA ... 2nd July<br>FOR ROTTERDAM & HAMBURG:<br>S.S. ISTRIA ... 20th July<br>FOR HAVRE & HAMBURG:<br>S.S. BRASILIA ... 22nd July |

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

12

# EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.  
RUSSIAN EAST ASIATIC CO., LD.,  
ST. PETERSBURG & VLADIVOSTOK.

# SWEDISH EAST ASIATIC CO., LD. GOTENBURG.

## PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

| DESTINATION                                 | STEAMERS | DATE OF SAILING. |
|---|----------|------------------|
| SHANGHAI, YOKOHAMA and KOBE                 | "SIAM"   | Middle of June.  |
| MARSEILLES, HAVRE, COPENHAGEN and GOTENBURG | "NIPPON" | 23rd June.       |
| SHANGHAI, YOKOHAMA and KOBE                 | "YEDDO"  | 5th July.        |
| HAVRE, COPENHAGEN and ST. PETERSBURG        | "SIAM"   | Middle of July.  |

For Further Particulars apply to

Hongkong, 11th June, 1909.

MELCHERS & CO.,  
AGENTS.

6

# THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

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759]

# OSAKA SHOSEN KAISHA.

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(Subject to Alteration).

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Connecting at TACOMA with

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AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago. Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

| FOR  | STEAMERS                        | TONS  | LEAVES                            |
|--|---------------------------------|-------|-----------------------------------|
| TACOMA via KEELUNG, SHANGHAI, MOJI, KOBE, SHIMIZU and YOKOHAMA | "TACOMA MARU"<br>Capt. Yamamoto | 6,178 | SATURDAY, 3rd July, at 10 A.M.    |
|  | "FITZPATRICK"<br>Capt. ...      | 4,416 | SATURDAY, 31st July, at 10 A.M.   |
|  | "SEATTLE MARU"<br>Capt. ...     | 6,178 | SATURDAY, 28th August, at 10 A.M. |

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage. Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

## HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

Taking Cargo on through Bills of Lading to all Yangtze River and North China Ports, by the steamers to Shanghai.

| FOR                              | STEAMERS                           | LEAVES                           |
|----------------------------------|------------------------------------|----------------------------------|
| SWATOW, AMOY, POOCHOW & SHANGHAI | "BUJUN MARU"<br>Capt. Y. TUSENO    | THURSDAY, 1st July, at 10 A.M.   |
| SWATOW, AMOY & ANPING            | "SOSHU MARU"<br>Capt. K. SUGI      | WEDNESDAY, 23rd June, at 10 A.M. |
| SWATOW, AMOY & TAMSUI            | "DAIJIN MARU"<br>Capt. Y. KABURAKI | TUESDAY, 29th June, at 10 A.M.   |

Fair Speed. Superior Passenger Accommodation. Electric Light throughout.

First Class Cuisine.

The Newly Built Steamers "CHOSHUN MARU" and "BUJUN MARU" have First Class Cabins AMIDSHIP.

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T. ARIMA,  
MANAGER.

877]

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|                    |                 |                         |
|--------------------|-----------------|-------------------------|
| S.S. MANSHU MARU   | 5000 tons gross | Sail July 1st, at Noon. |
| S.S. AMERICA MARU  | 6000 "          | " Aug. 30th, at Noon.   |
| S.S. HONGKONG MARU | 6000 "          | " Oct. 26th, at Noon.   |
| S.S. MANSHU MARU   | 5000 "          | " Dec. 10th, at Noon.   |

For particulars apply to

K. MATSUDA, Manager.

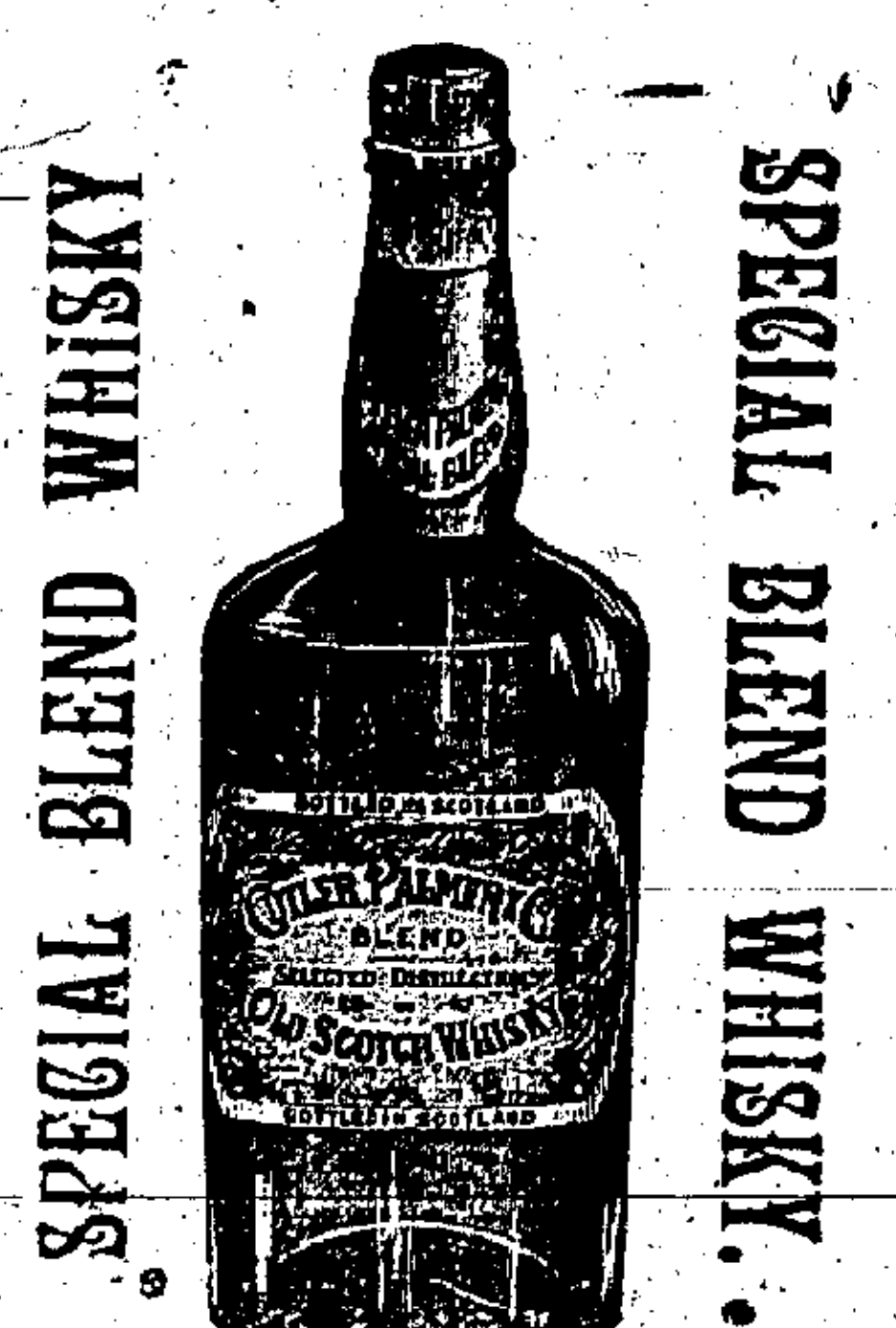
TOYO KISEN KAISHA, York Building.

[462]

## SHIPPING IN PORT.

| STEAMERS.  | SHIPPING VESSELS.   |
|--|---|
| ALESIA, German str., 5,253, T. Ernst, 18th June—Portland via Japan ports 13th June, Flour & Coal—Portland & Asiatic S.S. Co. | SHINANO MARU, Jap. str., 6,387, K. Kawara, 13th June—Shanghai 10th June, General Nippon Yusen Kaisha.                               |
| ANRU, British str., 1,350, J. Meathrel, 9th June—Shanghai 6th June, General—Butterfield & Swire.                             | SIGNAL, German str., 950, G. Schliakier, 18th June—Hollow 17th June, Rice & General—Jensen & Co.                                    |
| BEILEROPHON, British str., 5,726, T. Bartlett, 11th June—Kobe 5th June, General—Butterfield & Swire.                         | SOSHU MARU, Japanese str., 1,115, T. Sugi, 19th June—Swatow 18th June, General—Osaka Shosen Kaisha.                                 |
| CLARA JESSEN, Ger. str., 1,103, J. Bendixen, 19th June—Wakamatsu 13th June, Coal—Jensen & Co.                                | SUMATRA, German str., 520, C. Wane, 22nd May—New Guinea 30th April, General—Melchers & Co.  |
| CANBYSES, British str., 2,053, Bainbridge, 19th June—New York 24th April and Sabang 6th June, Kerosine—Standard Oil Co.      | TACOMA MARU, Japanese steamer, 3,330, H. Yamamoto, 18th June—Kobe 10th and Moji 14th June, Matches and General—Osaka Shosen Kaisha. |
| CANTON, British str., 1,173, Anderson, 18th June—Wei-hai-wei 9th June, General—Order.  | TEAN, British str., 1,350, W. Outerbridge, 18th June—Manila 15th June, General—Butterfield & Swire.                                 |
| CHIVVEN, Chinese str., 1,177, C. Stewart, 17th June—Shanghai 12th June, General—C. M. S. N. Co.                              | TELEXACHUS, British str., 1,340, Gillespie Edwards, 12th June—Saigon 8th June General—Chinese.                                      |
| CHOYSANG, British str., 1,424, A. E. Sandback, 17th June—Swatow 16th June, General—Jardine, Matheson & Co.                   | TUNGSHING, British str., 1,173, W. Stalker, 14th June—Wuhang Chinkiang 6th June, Rice and Groundnut—Chinese.                        |
| CHUNSHANG, British str., 1,416, W. E. Sawyer, 16th June—Hongay 13th June, Coal and Cement—Jardine, Matheson & Co.            |   |
| DEAWONGSE, Ger. str., 1,057, Fr. Rehwaldt, 15th June—Bangkok 6th June, General—Butterfield & Swire.                          |   |
| FAUSANG, British str., 1,410, H. S. Malkin, 19th June—Saigon 15th June, Rice and General—Wo Fat Sing.                        |   |
| GERMANIA, German str., 1,714, C. Jargensen, 16th June—Wakamatsu 10th June, Coal—Jensen & Co.                                 |   |
| GERMANIA, German str., 1,000, H. Flugel, 17th June—Sydney 27th April, Copra—Siemssen & Co.                                   |   |
| GLENCOLE, British str., 2,399, W. H. Padder, 29th June—Amoy 18th June, General—Chinese.                                      |   |
| HAICHING, British str., 1,234, W. C. Passmore, 20th June—Fuchow & Swatow 19th June, General—Douglas, Lapraik & Co.           |   |
| HALDIS, Norwegian str., 1,065, Solberg, 20th June—Bangkok via Swatow 19th June, General—Order.                               |   |
| HANGCHOW, British str., 999, Mawley, 17th June—Chinkiang 11th June, General—Butterfield & Swire.                             |   |
| HONGKONG, French str., 756, A. Cornelissen, 20th June—Haiphong and Hoihow 19th June, General—A. B. Marty.                    |   |
| JACOB DIEDERICHSEN, German str., 630, A. Hansen, 19th June—Haiphong, Pakhoi and Hoihow 18th June, General—Jensen & Co.       |   |
| JOHANNES, German str., 952, Ipland, 19th June—Swatow 18th June, Ballast—Jensen & Co.   |   |
| KEONG WAI, German str., 1,115, T. Kohler, 20th June—Swatow 19th June, General—Butterfield & Swire.                           |   |
| KUTSANG, British str., 3,100, E. C. Bradley, 20th June—Hongkong 16th June, General—Jardine, Matheson & Co.                   |   |
| KWANGSE, British str., 1,205, Hards, 8th June—Wei-hai-wei 2nd June, Salt and General—Butterfield & Swire.                    |   |
| KWYIANG, British str., 1,404, M. Dawson, 12th June—Newchwang 5th June, General—Butterfield & Swire.                          |   |
| LANDRAG SCHLEIF, German str., 1,612, A. Struve, 14th June—Haiphong 12th June, Rice—Siemssen & Co.                            |   |
| NEUMANTIA, German str., 4,384, Fleetman, 14th June—Moji 8th June, Coal—Hamburg-America Linie.                                |   |
| PITRANULOK, German str., 2,019, G. Reimers, 16th June—Bangkok 8th and Swatow 15th June, Rice and Timber—Butterfield & Swire. |   |

## Cutler, Palmer & Co.'s



SHIPPERS  
Cutler, Palmer & Co., London.  
AGENTS  
SIEMSEN & CO.,  
HONGKONG.

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